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Leslie's

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Pictorial Digest *of the* World's News

Americans Who Americanized Themselves

By HENRY FARRAND GRIFFIN

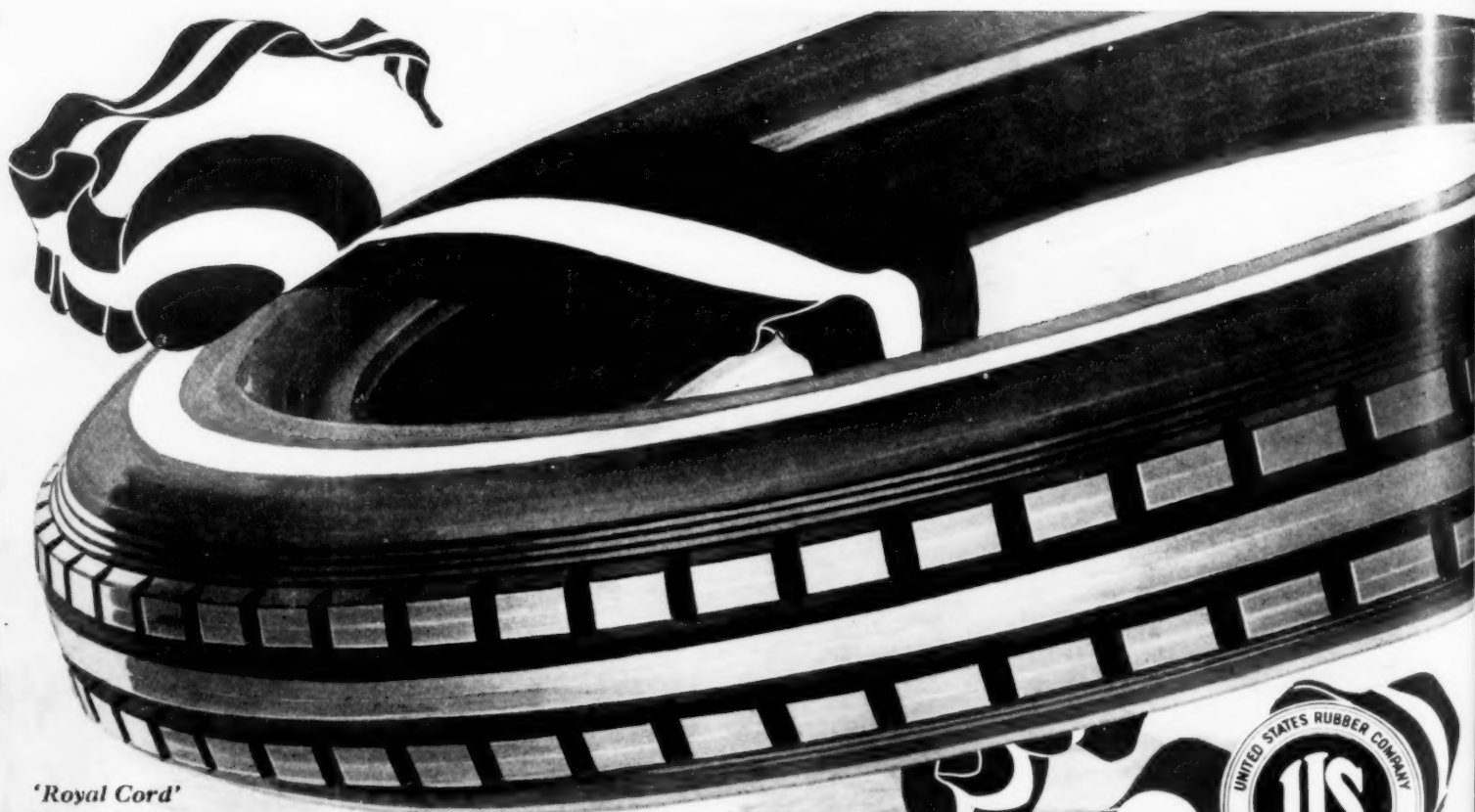
Binding Yankees *to* France

By M. K. WISEHART

A Real Air Policy *for* America

By EDWIN G. HILL

Jasper's Hints *to* Money-Makers



'Royal Cord'
One of the Five



What Do You Want From Your Tires?

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'Royal Cord' 'Nobby' 'Chain' 'Usco' 'Plain'

United States Tires
are Good Tires

The Cause of Stomach Acidity and Fermentation

How to Remove it in 48 Hours

By R. S. Thompson

IF I were asked to sound a health warning that would be of the greatest possible benefit to mankind, I should say emphatically—"Beware of acid stomach." For acid stomach is the cause of fermentation which, bad enough in itself, is the forerunner of a hundred ills that sap the energy and vitality of its victims. I venture to say that ninety per cent. of all sickness starts with acid stomach. Yet the cause of stomach acidity can be removed in 48 hours!

Nature provides hydrochloric acid as one of the digestive fluids, but too much of this acid causes fermentation, hurries the food out of the stomach, and carries the acid all through the body. As a consequence, poisons (toxins) are formed which are absorbed into the blood, causing autointoxication, nervousness, mental depression, and countless ills of which this is but the beginning.

Every one of the vital organs in time becomes affected—the heart, the liver, the kidneys, the intestines, the nerves, and the brain all decline, for the stomach is the Power Plant of the body. Even the teeth are affected by acid stomach, for the gums recede and pyorrhœa will be the result.

Stomach remedies only neutralize the acid because they are stronger than the acid. This ultimately ruins the lining of the stomach. The acid being neutralized is absorbed into the blood only to come back to the stomach in greater quantities at the next meal.

How much more sensible would it be to attack this disorder at its source. Instead of attempting to neutralize the acid after it has formed, why not prevent it from forming in the first place?

Superacidity is caused by wrong eating, and the remedy must be found in the field of the cause—in eating correctly.

The individual sufferer from indigestion, acidity, fermentation, gas and such disorders has not carried his experiments with food very far. If he had he could easily cure himself, in 48 hours, as Eugene Christian, the famous food scientist, has proved beyond all doubt.

The reason which led Eugene Christian to take up the study of food in the first place was because he himself, as a young

man, was a great sufferer from stomach and intestinal trouble.

So acute was his affliction that the best specialists of the day, after everything within their power had failed, gave him up to die. Educated for a doctor himself, Christian could get no help from his brother physicians.

Believing that wrong eating was the cause and that right eating was the only cure, he took up the study of foods and their relation to the human system. What he learned not only restored his own health in a remarkably short space of time, but has been the means of relieving some 25,000 other men and women for whom he has prescribed with almost invariable success even though most of them went to him as a last resort.

Christian says that all stomach and intestinal disorders, with their countless sympathetic ills, are caused by wrong selections and wrong combinations of food, and that right combinations of food will positively remove every stomach and intestinal disorder by removing its causes.

No one would think of putting salt into an open wound, and yet we do worse than that when we keep putting irritating acid-creating food combinations into our stomachs already surcharged with acid.

The word diet is one which has an unpleasant sound—it makes us think of giving up all the things we like for those we have no taste for. But Eugene Christian's method is entirely different—instead of asking his patients to give up the things they enjoy, he prescribes menus which are twice as enjoyable as those to which the patient is accustomed.

Christian believes in good foods deliciously cooked—the kind all of us like best and which may be obtained at any home store, hotel, or restaurant. He says that most of the things we eat are all right—but that we don't know how to combine or balance them.

Often, one food good in itself, when combined with another equally good food, produces an acid reaction in the stomach; whereas either of the foods alone or eaten in combination with some other food would have been easily and perfectly digested.

Unfortunately, each food we eat at a meal is not digested separately. Instead, all of the foods we combine at the same meal are mixed and digested together. Consequently, if we eat two or more articles at the same meal which don't go well together, there is sure to be acidity, fermentation, gas, and all kinds of digestive trouble.

At Eugene Christian's New York office there is a constant stream of men and women who go to him for treatment after having tried everything else, and rarely are they disappointed in the outcome. Some of the results he has attained read like fairy tales. I know of a number of instances where his rich patrons have been so grateful for their restoration of health and energy that they have sent him checks for \$500 or \$1,000 in addition to the amount of the bill when paying it.

There have been so many inquiries from all parts of the United States from people seeking the benefit of Eugene Christian's advice and whose cases he is unable to handle personally that he has written a course of little lessons which tells you exactly what to eat in order to overcome the ailment which is troubling you.

These lessons, there are 24 of them, contain actual menus for breakfast, luncheon, and dinner, curative as well as corrective, covering all conditions of health and sickness, including stomach acidity, constipation, and all intestinal disorders from infancy to old age and all occupations, climates, and seasons. They also tell you how to reduce and how to gain.

With these lessons at hand it is just as though you were in personal contact with the great food specialists, because every possible point is so thoroughly covered and clearly explained that you can scarcely think of a question which isn't answered. You can start eating the very things that will remove the causes of your disorder the day you receive the lessons and you will find that you secure results with the first meal. Many people who have suffered for years from acid stomach find that their ailment vanishes completely in 48 hours.

If you would like to examine these 24 Little Lessons in Corrective Eating, simply write The Corrective Eating Society, Inc., Dept. 834, 443 Fourth Avenue, New York City. It is not necessary to enclose any money with your request. Merely ask them to send the lessons on five days' trial, with the understanding that you will either return them within that time or remit \$3, the small fee asked.

Please clip out and mail the following form instead of writing a letter, as this is a copy of the official blank adopted by the Society, and will be honored at once

CORRECTIVE EATING SOCIETY, Inc.,
Dept. 834, 443 Fourth Ave.,
New York City

You may send me prepaid a copy of Corrective Eating in 24 Lessons. I will either remail them to you within five days after receipt or send you \$3.

Name

Address

City

State

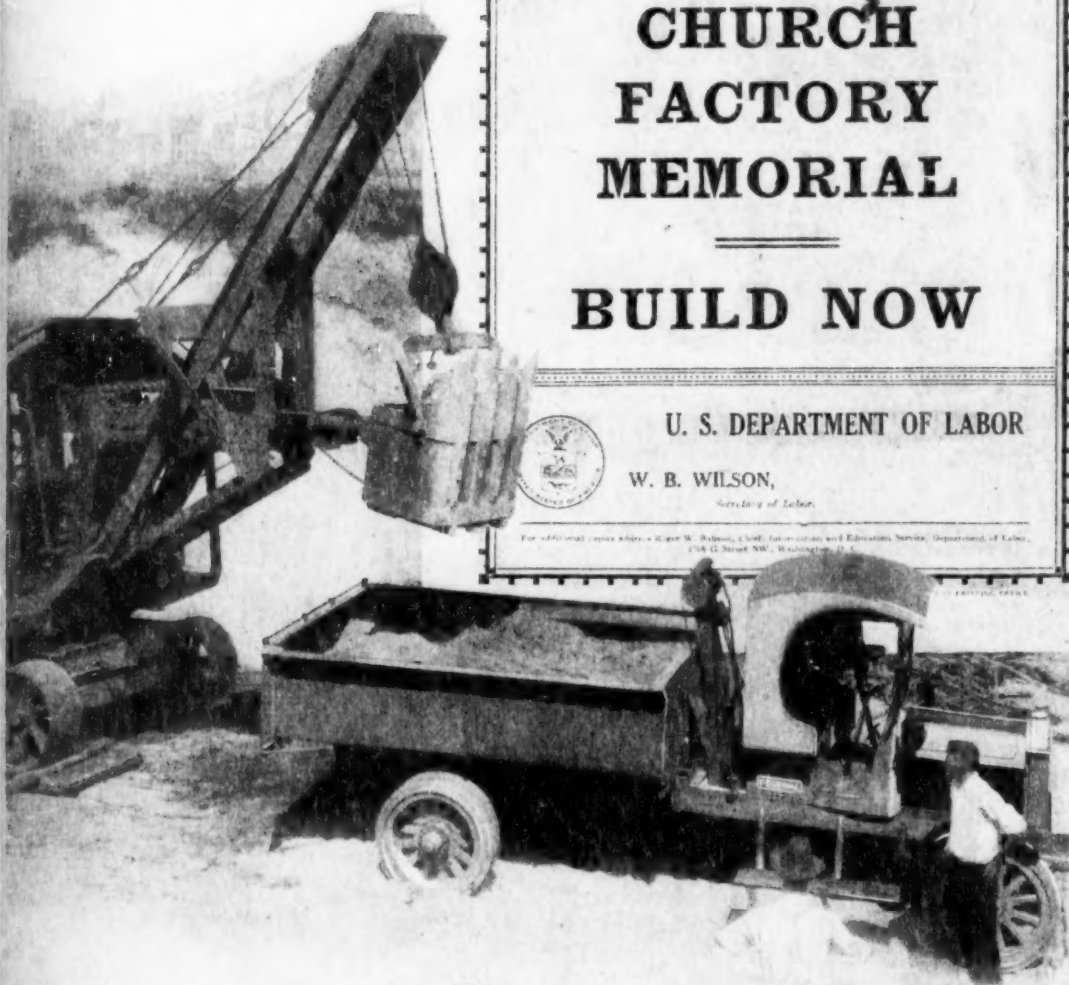
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W. B. WILSON,

Secretary of Labor.

For additional copies apply to Roger W. Wilson, Chief, Publications and Educational Service, Department of Labor, 1700 G Street NW., Washington, D. C.



AMERICA again has called upon the power and resource of her motor trucks—this time to catch-up her war-interrupted building program.

Just as the nation's calls for war-supply and food-supply were answered, so this newest call is being answered by the combined strength of thousands of trucks. Nothing but the motor

truck matches the speed of steam-shovel excavation. No other carrier is adequate to modern building methods.

Thousands of Federals are making good for builders—giving always that complete satisfaction which has brought from the public an ever increasing demand for more.

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—build better roads"**

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Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER,
Editor-in-Chief

GONKLIN MANN, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

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IN Siberia the people of the United States are helping to make Bolshevism a success.

Over the Trans-Siberian railroad, Red Cross trains carry food to people who will not take their crops out of the fields; carry medicines to people who looted and destroyed drug stores; carry raiment to those who have burned clothing stores and murdered the merchants; carry blankets to the shivering incendiaries who put the torch to great warehouses full of wool.

So the people of Siberia find themselves rewarded for their destruction by being presented with things that are better than the things which they destroyed. They no longer have to work; they are freed of all responsibility of providing for themselves. Consequently they feel that they have demonstrated that they are right; they feel sure that they have proven their theory. Can anyone blame them if they regard Bolshevism as a good thing?

There are people who will tell you that food is a sure cure for Bolshevism. Are not these our political Dr. Munyons, advertising a patent medicine cure for one part of the world which is not effective in another? For if food is a cure for Bolshevism, why are ninety-eight per cent. of the people in Siberia Bolshevik? They have plenty of real food, billions of Bolshevik money and nothing to do but frolic, eat and drink. And while they are warmed by our clothing gifts, cured by our medicines and partly fed through our generosity, they ask why the "capitalistic government" of the United States does not take its soldiers home and leave Siberia alone.

But are they sincere when they deplore our "interference"?

For example: the workers in a certain sugar factory decided that the capitalists who owned the sugar factory should be shot, because the workers resented having to do a day's work for a day's wages. So they killed the capitalists and burned the factory. Now they did not have to work. But—they also had no sugar.

The people of the United States hear of that sugar shortage. So a ship is loaded with American sugar, sent to Vladivostok, and from there a train moves the sugar up to the town where the factory was destroyed, and presents it to a sugar-hungry population. Then while this population loafs, we send an army in to guard it, and we follow the army with publicity men and other agents who start propaganda against burning factories!

In return they begin a propaganda for Bolshevism. They tell our soldiers that the United States is a nation of capitalists (many of them have been to the United States and claim to know what they are talking about), and boast that they have devised the better form of government. Why better? Because the people of the United States have to buy their clothing, food and medicines, they have to work and endure the oppression of the capitalists—while the Siberians have gotten rid of

Our Subsidy to Bolshevism

By FREDERICK F. MOORE

Late Captain of Intelligence, A. E. F., in Siberia

Copyright, 1919, by F. F. Moore

their masters and of work; they have plenty and they are free.

With such a subsidy as the United States is granting Siberia (and Bolshevism!), could not any asinine theory of government marvelously succeed? Is the generous

in the wreckage if it blows up.

The theory of Bolshevism, as I saw it working in Siberia, appears to be based upon the idea that all men have brains of the same standard, that all men will do the same standard amount of work, and that each will spend his money for the same useful things that the other man will spend his for. It also presupposes that all men should have the same standards as to food, clothing, shelter, environment and pleasure, and that all should share equally in whatever good fortune comes, no matter who is responsible for that good fortune. With the single exception of manual labor, no bona fide Bolshevik believes one man should profit over any other man through that unique brain power which we call genius. The true Bolshevik would put an Edison on the same footing as the man with the hoe.

To be specific: You, sir, have no business to have money in your purse while another man has none. You worked while he drank vodka? True enough, comrade, but you had the same right to drink vodka as he—instead of treacherously using your time and wits to gain a financial advantage over an equal.

The Siberian peasant is a literal-minded chap. When the Bolshevik says equality to him, he believes that the former means what he says. You gained your financial advantage; you have persisted in getting ahead of him. Bolshevism brings the two of you back to equality—with a club.

The peasant compels you to divide your money; and as a lesson against attempting again to outwit your comrade, he takes both your share and his!

You hold up your hands in horror at this scheme of loot and murder. The Bolshevik holds up his hands in horror at the thought that you have property which you refuse to share with him. To him, robbery is not a crime if it is committed against that great criminal who dares to say that property is something private.

We granted to the people of Russia the right to revolt. In particular we sympathized with the Siberians, because it was in Siberia that the Russian revolutionists suffered for daring to think about government. But we should not confuse Bolshevism with the revolutionary movement. Bolshevism is the ideal of the lawless—the mob of torch and dagger. (And in Siberia this mob is a big one because it was recruited from the entire criminal class of the whole empire.) We must not overlook the fact that Breshkovsky, a true revolutionist, had, in Siberia, to disguise herself and flee, to save her life, from the Bolsheviks!

Why does the Bolshevik believe that private property is wrong? Because rural Russia is operated on the com-

Continued on page 632



Civil wars are the most terrible of all wars. The peasant woman stands over the body of her Bolshevik son, slain a few hours after he left off working in the fields to take up arms against the new Russian Army in which his brother serves.

United States going to continue to give aid in this case? And if this aid is cut off, and the Siberians are invited to go to work or starve, what then? Will they not have a grievance against us for allowing them to starve? Generosity has its Nemesis.

The observer in Siberia can not help but ask himself this question: If Bolshevism is a splendid idea which will work, why not keep aloof and allow it to work? If it is such a wonderful thing, let Siberia have it—in its pure and unadulterated form as it was before the Allies stepped in. Why not let the ideal develop to the full glory of its promised fruition?

At any rate, if Bolshevism is the great idea which its adherents claim that it is, then surely it does not need the help of the "capitalistic" United States; it ought to be able to stand upon its own feet.

If we check Bolshevism in Siberia before it comes to flower, its followers will always say that it would have succeeded if the Allies had let it alone. And Siberia offers a wonderful proving ground for the working model to prove its efficiency. After we see it operate in Asia,

EDITORIAL

"Stand by the Flag:—In God We Trust"

Keep Your Liberty Bonds

OF all the mean and contemptible games played upon the unwary none is worse than that which induces the small holder to part with his Liberty Bonds at less than their real market value or in exchange for worthless stock. One of the finest features of the Government loan campaigns has been the support of hundreds of thousands of small investors who never before owned a bond. But the sharks have been preying upon their ignorance.

Everyone should know that if he sells a Liberty Bond after the interest date, he should be allowed the accrued interest in making the sale. If he took it to the banks, this would be done. The shark, however, gives the uninitiated seller what appears to be a little more than the market price, but which really is less because the buyer, not the seller, gets the interest. To sell a Government bond paying 4½ per cent. interest for a speculative investment of any sort is the height of folly. The man with a few hundred dollars can't afford to make speculative investments—a lesson which thousands of Liberty Bond holders have learned to their sorrow. The Government isn't mercenary when it tells the small investor to hold on to his Liberty Bonds. The advice is for his protection.

Another primary lesson for small bondholders to learn is that registration of bonds protects them from theft or loss or destruction of the bonds. By this method a Government check for interest, made out to your name and address, will come to you every six months. Any bank will attend to the registration of your coupon bonds.

Keep your Liberty Bonds. Buy Victory Bonds. You will never regret it.

Solving Industrial Unrest

IN the midst of a world seething with industrial unrest it should be remembered that the existing relations between labor and capital in the United States are better than they are in any other nation. Materials for an industrial revolution are not present here, because a process of evolution has for years been bringing employer and employee together.

England's establishment of a national industrial council, equally representative of labor and capital, is for England a revolutionary step, but we have had the substance of this plan in the United States for a long time. During the war a special board was created to care for labor disputes, but before the war the practice was growing in many industries of settling differences in the same way. A leading capitalist has said recently that industrial peace will not come until capital and labor put into operation the Golden Rule. There is no taint of capitalistic paternalism here. It is the spirit of cooperation, according to the highest rule of social obligation, by labor and capital, each having respect for the other.

Many of our large corporations have introduced conferences on industrial problems which have succeeded in restoring to industry the old personal relationship and mutual confidence and respect between employer and worker. An increasing number of companies is giving practical expression to the thought that labor and capital are partners and that their interests are common. Coincident with the incorporation of Endicott Johnson & Co., a large shoe manufacturing concern, a plan has been adopted by which all profits above a certain percentage reserved for the stocks shall be equally divided between the workers and the owners of the common stock. Mr. George Eastman has perfected a plan to give \$6,000,000 of his kodak stock to his employees. These shares will be sold to old employees at the par value of \$100 a share on an easy payment plan, the proceeds of \$1,000,000 to go into an employees' welfare fund. As the market value of the stock is nearly \$6,000,000, this is the size of Mr. Eastman's gift to his employees.

These instances are noted, not as something extraordinary or unusual, but merely as examples of the most recent cases which show the general trend of American industry. The basis of these and similar plans is the recognition on the part of employers that the prosperity of a business is due to the mutual efforts of employers and workers. Is not this the key to the solution of industrial unrest?

Have a Motto

A NOTABLE gathering of distinguished guests recently assembled at the Bellevue-Stratford, Philadelphia. It was in celebration of the semi-centennial of a business firm of that city, marking its progress from a feeble beginning to affluence and national repute.

A Dynamic Force

By EARL D. BABST

MODERN business aiming to secure and to serve a national market must shape its primary policy around three cardinal points: quality and variety; trade-marks and publicity; men and organization. For the purpose of a national market no one of these can be neglected and certainly no one omitted. All must be present as parts of a vigorous whole. Trade-marks, trade-names, trade-dress, trade-slogans, advertising, publicity, propaganda—call it what you will—has become a dynamic force in business as well as in the social order.

Many in that splendid assemblage of notable business and professional men and eminent publishers may have sought the secret of that business firm's success. High above the banqueters, in blazing letters, the secret was told: "Keeping everlastingly at it brings success." That was the inspiration of the house of N. W. Ayer & Son.

This motto won success for Philip D. Armour, for Andrew Carnegie, Charles M. Schwab, John D. Rockefeller, Theodore N. Vail, Earl D. Babst, A. Barton Hepburn, Charles H. Sabin, George Eastman, Thomas A. Edison, Henry C. Frick, August Heckscher, John H. Patterson, Cyrus H. K. Curtis, and a host of others who have led in their special lines of endeavor.

This motto will win success for you, young man, if you adopt it early in life and stick to it with unflinching zeal and pertinacity.

Have a motto. No one ever succeeded in any line of business or in any profession who didn't have a motto to inspire him to reach his goal.

"Keeping everlastingly at it!" This was worth a gold mine to the Philadelphia house. It is worth a gold mine to anyone who behind it puts the zeal, the courage, the integrity and the high sense of honor essential to solid success.

Young men starting out in life and choosing a motto, think of the one we have quoted. We know of none that is better. Don't build your castles in the air. They won't materialize. Don't dream of success through some sudden stroke of good fortune. There is no royal road to wealth. Go at your work and win success. Your future is up to you!

Have your motto and stick to it. While others give up their work in despair, while some throw down their jobs, resentful of supervision and criticism, while some quit in envy of those who are succeeding, swallow your disappointments, stifle your envy, pocket your pride and "keep everlastingly at it."

With this motto ever in mind, you will have a guarantee of promotion and advancement, step by step, until assiduity and patience win their unflinching reward.

"Keeping everlastingly at it brings success!"

A Blast from Hell

BOLSHEVISM has not only wrecked Russia industrially, it has also done its best to destroy morality and religion. Allowing for all exaggerations there can be no question that the aim of Bolshevism is the destruction of family life and the abrogation of accepted moral standards. It has been stated by some that women have been nationalized, while other travelers in Russia declare they had seen nothing of the sort. The truth seems to be that it was not attempted in the earlier part of the Bolshevik régime, and that there may not yet have been issued a decree from the Central Soviet to this effect.

On the testimony of Ambassador Francis and others, however, various provincial soviets have issued such decrees, and this is unquestionably the purpose of Bolshevism as soon as it is sure of its power to make the decree effective. Bolshevism recognizes no God, no moral code, none of the moral standards of civilized peoples. Most of the Russian people are represented as hating and fearing it, but with the Reds in possession of the food, the money and the guns, there is little they can do to oppose it. This is the detestable thing that threatens the life of civilization. Any step toward recognition of the abhorrent Bolshevik element as a national entity, or any move to compromise with it, would be condemned by the moral sentiment of all really civilized mankind.

The Plain Truth

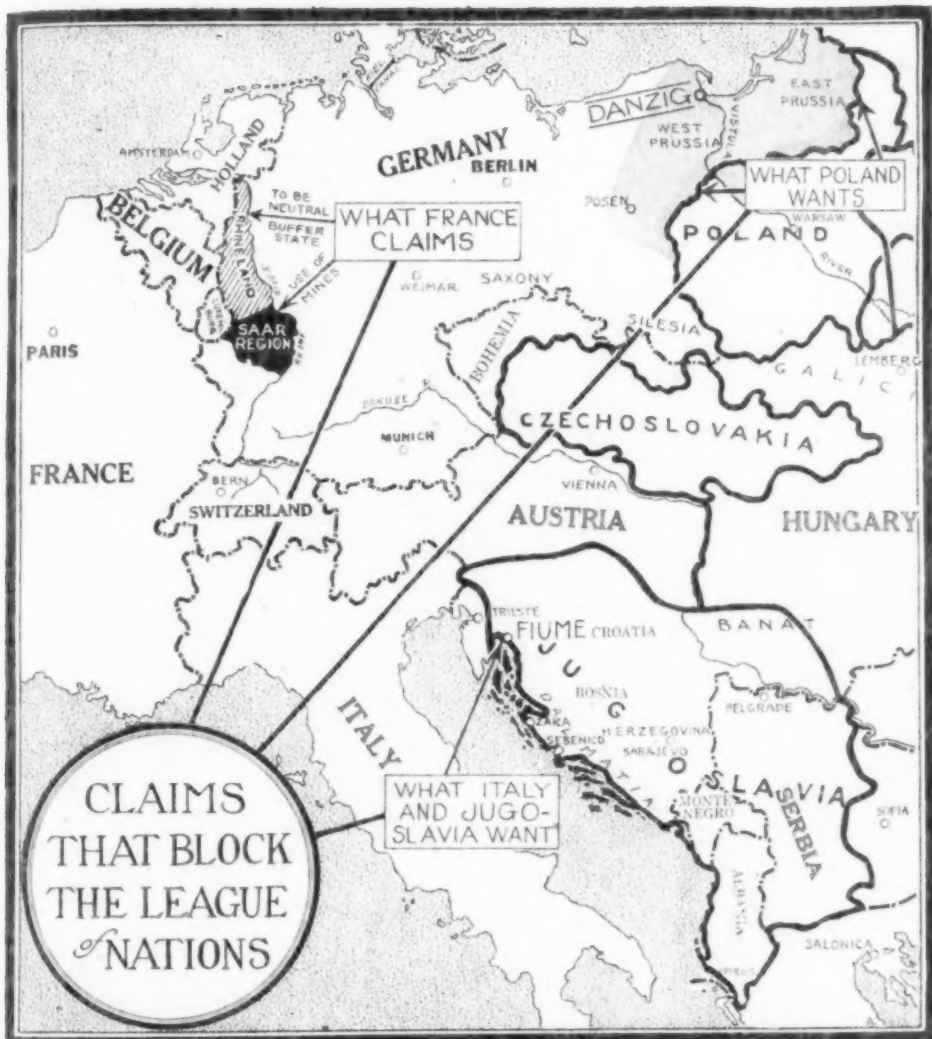
DEBS! Socialists will gain nothing if they try to make a martyr out of Eugene V. Debs, sentenced to ten years' imprisonment for violation of the espionage act. Attorney-General Palmer in announcing that he would oppose any effort to obtain executive clemency for Debs made it clear that Debs was convicted not for his political or economic views, but because he had violated the law. Debs opposed the war and incited others to oppose the draft act. He admitted this in addressing the jury. Likewise he despises and defies the courts and the Government, and his friends threatened that if an attempt was made to imprison him, they would have a general strike called. Were the Government to yield to such silly threats, it might as well throw up the sponge. And what we say of Debs applies to the Mooney case as well.

OUR COVER! LESLIE'S is fortunate in having as a cover picture for this issue the reproduction of a painting by the well-known American artist, Joseph Cummings Chase. It is one of several paintings made by Mr. Chase at the western war front. It represents a noted aviator, Second Lieutenant Philip Benson, 185th Aero Squadron, who carried the war into Germany as a night bomber. Lieutenant Benson volunteered for night "chasse" work—as it is called—and during the last three weeks of the fighting made a number of trips in a "Sopwith camel" over the German lines. Those who were anxious to have the Boche get a taste of his own medicine take a grim satisfaction in knowing that Lieutenant Benson fired thousands of rounds of ammunition into Hun supply trains and dropped hundreds of bombs on German towns. Thrills enough for a lifetime were crowded into those three weeks of Lieutenant Benson's career. The Lieutenant comes from a family of talent and distinction. His father is a well-known New York architect, John P. Benson. One of his uncles is mayor of Salem, Mass. Another is the famous painter, Frank Benson, of Boston.

WASTE! Newspapers, manufacturers and the shipping public have joined enthusiastically in the war which the Government is waging against the causes that give rise to the large number of claims for damage or non-delivery of express shipments. The American Railway Express Company is directing part of the campaign toward its own organization to root out the contributing evils of rough handling, pilfering and misrouting. The public is being urged by its slogan, "Pack Right, Mark Right," to be sure that substantial proper packing and wrapping are used and that shipments are correctly addressed. Last year, the express companies had approximately 300,000 shipments in the "Over Without Mark" departments, which could not be delivered because of improper or incomplete addresses, and the repair men in the "Bad Order" department were constantly busy. Since the inauguration of the campaign the number of "Over Without Mark" shipments has been lessened by 50%, and the greatly reduced number of claims indicates the public's willingness to take part in any campaign against carelessness and waste.

LABOR! In no other respect has Samuel Gompers shown saner leadership of labor than in his refusal to be led astray by the cry for a labor party. Mr. Gompers has stood out against the European idea of a distinct labor party, and holds rightly that labor has reached its highest influence in the United States where no attempt has been made to deliver a solid labor vote to any party. Nevertheless, two thousand representatives of labor organizations in Illinois have met and organized an independent labor party in that State. The purpose is to support those candidates of the old parties who are favorable to labor, and in case none such can be found, to put up a candidate of their own. In local elections there are frequently labor candidates, but they have never made a showing comparable with labor's strength. For workmen like to indicate their right to an independent vote. In the recent Chicago election the candidate for mayor on the labor ticket polled only 54,753 of the 640,000 votes cast. The labor candidate for city commissioner in Springfield, Ill., ran seventh among eight candidates. In Bloomington, John B. Lennon, former treasurer of the American Federation of Labor, was defeated by Mayor E. E. Jones, Republican. Labor will find that Gompers is right in holding that a free hand, untrammelled by party connection, gives labor greater influence in securing favorable legislation than would come through a separate labor party.

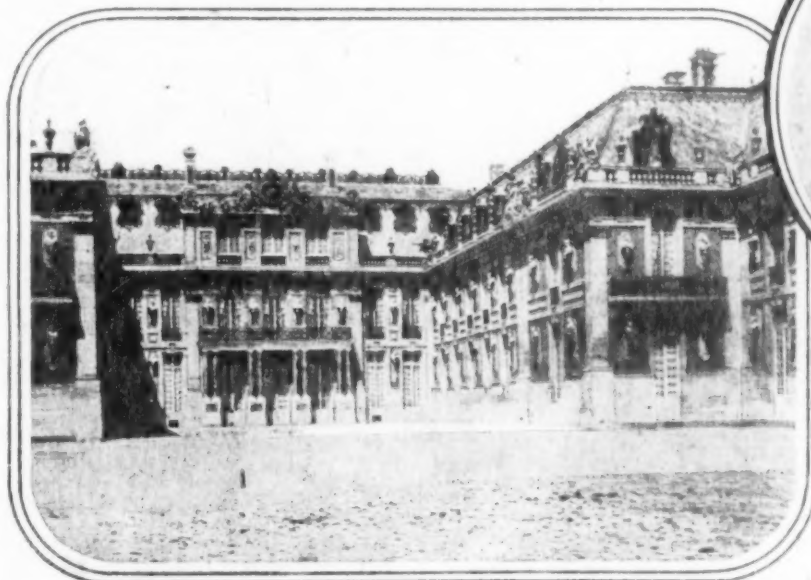
Pictorial Digest of the World's News



WHERE THE GERMAN SIGNATORIES OF THE PEACE TREATY WILL BE LODGED
At Saint Cloud, a beautiful suburb of Paris, overlooking the Seine, a villa has been rented by the Allies where Germany's representatives, empowered to sign the Huns' acceptance of the terms of defeat, will be received. The villa is one which was formerly occupied by Miss Anne Morgan, daughter of the late J. Pierpont Morgan, during her relief activities in behalf of the people of France.

PRACTICAL OBSTACLES TO WILSON'S THEORETICAL LEAGUE OF NATIONS

President Wilson's League of Nations is based upon the theory that no people shall be forced to accept political settlements or political governments directly affecting them and which they disapprove. Will the Wilson theory stand the acid test of practice? Applied to the people of Danzig and Poland it has crumbled. Poland deserves to live. To live she must have Danzig (note tinted part.) Danzig is German. Shall Poland die, or Danzig become Polish? Again, what of Italian Fiume, the only outlet to the sea available to the Yugoslavs? The Italian population of Fiume aspires to Italian rule. Realization of Fiume's aspirations means commercial oblivion for the Yugoslavs and eventual German control of their commerce and industry. Yugoslavia or Fiume, which holds the stronger practical brief? France's safety demands that the German Rhinelanders against their will organize into a neutral buffer state; further, she needs the mineral resources of the German Saar region to reconstruct her ruined industries. Will the principles of free acceptance and self-determination triumph here? The League of Nations must decide, remembering that the prize at stake is practical peace, not a theoretical millennium, and that peace is endangered under any system which recognizes as paramount the claims of a minority.



THE PALACE OF VERSAILLES, WHERE THE PEACE WILL BE SIGNED

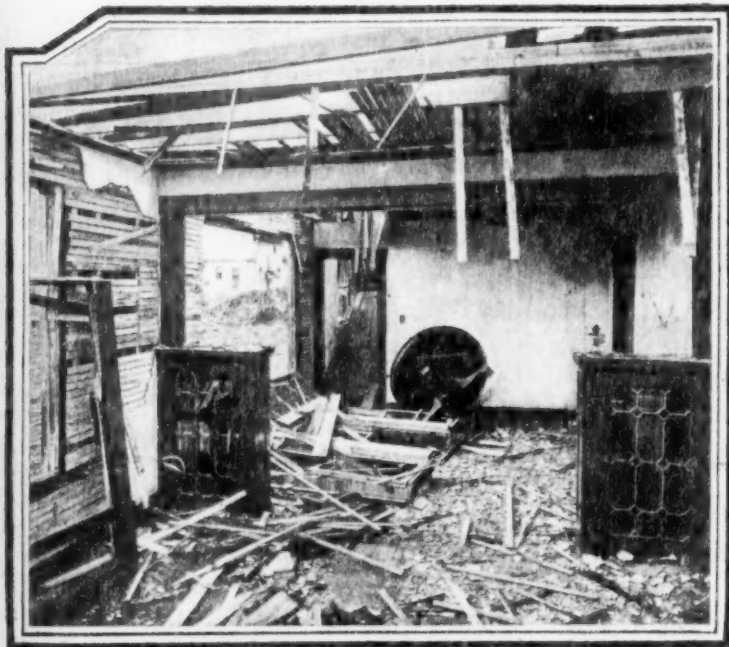
January 18, 1871, in the Palace of Versailles, Wilhelm I, King of Prussia, dictated to France the terms by which Alsace-Lorraine became a German province. Now Wilhelm's empire is no more; Alsace-Lorraine is French again; and France, with her Allies, will dictate to Germany, from the Palace of Versailles, the terms of her humiliation.



BARON MAKINO, HEAD OF JAPAN'S PEACE MISSION

With the words, "We are not too proud to fight but we are too proud to accept a place of admitted inferiority in dealing with associate nations in the League of Nations," Baron Makino defined, for the Peace Conference, Japan's attitude toward discrimination against Japanese subjects living abroad. His veiled threat that Japan might fight if refused equality has apparently had no effect. No amendment to the League of Nations Covenant covering Japan's demands appears to be forthcoming.

Pictorial Digest of the World's News



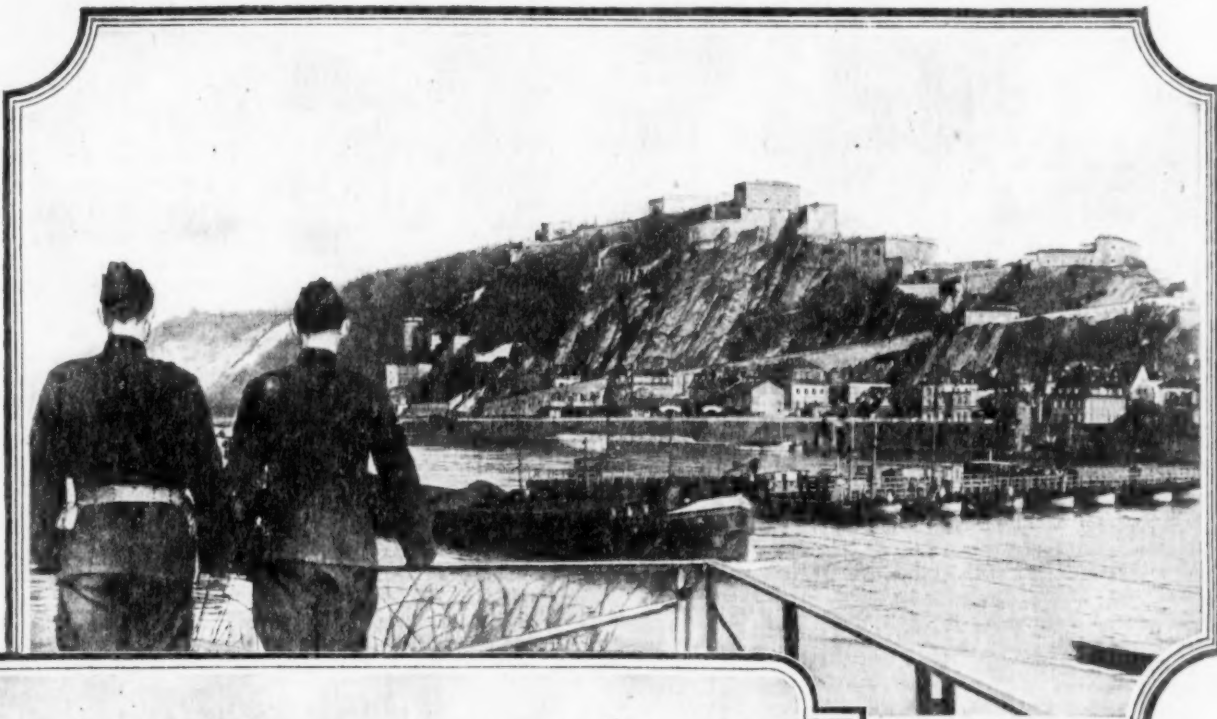
IN THE PATH OF A
NEBRASKA HUR-
RICANE

From March until the end of June is the open season for hurricanes and tornadoes in the Middle States. It is sometimes unhealthy to visit Louisiana, Texas, Oklahoma, Kansas and Nebraska during these hectic months. Here is one souvenir left in Omaha, Nebraska, this spring, by one of the playful giant zephyrs which occasionally frolic through the region. An even more disastrous one rioted through sections of Texas and Oklahoma on April 8th. Seventeen towns were damaged. Canaan, Texas, was wiped out. Over one hundred persons were killed outright and hundreds more severely injured.



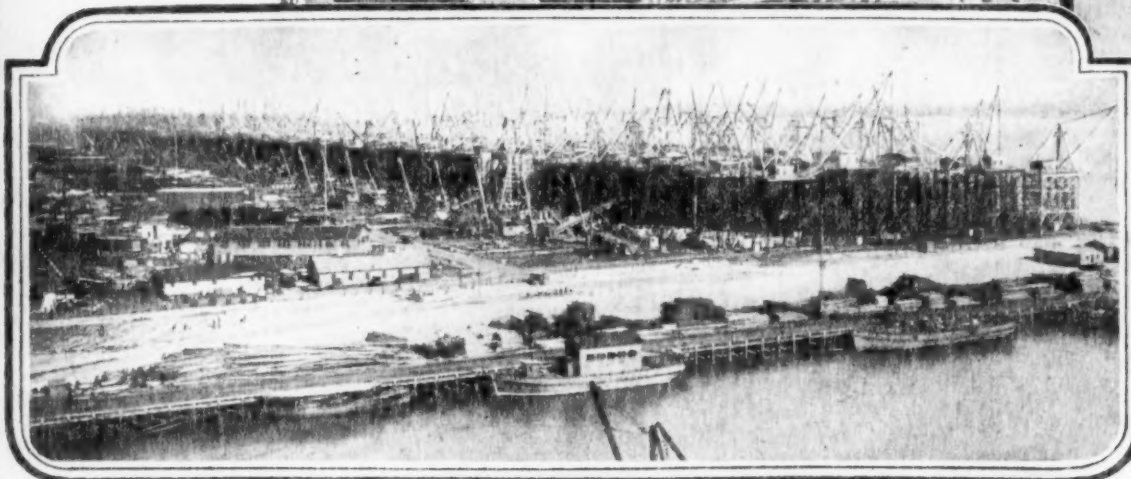
SPARTACIDES BARRICADING A BERLIN STREET

The industrial and political unrest which recently broke loose in the German mining district of Ruhr spread to every corner of the late Empire. Even Berlin caught the infection and Spartacist riots in the streets became again a common occurrence. Herr Ebert's government has resorted to troops and martial law to maintain order in revolting centers



THE RHINE FORTRESS OF
EHRENBREITSTEIN
WHICH FRANCE WANTS
DESTROYED

Germany's real military frontier is the Rhine. Every few miles along the river she has constructed mighty fortresses of which Ehrenbreitstein is the mightiest. Towering over three hundred feet above the valley, armed with destructive cannon, capable of billeting thousands of troops, it is a menace which fills every Frenchman with apprehension. France's peacemakers feel their country can never be safe until Ehrenbreitstein and its sister fortresses are destroyed. Nothing could be physically easier, for the once invulnerable Teuton strongholds now garrison the forces of the Allies. Ehrenbreitstein's battlements fly the Stars and Stripes to-day.



THE HOG ISLAND SHIPYARDS. ONE OF THE CRADLES OF AMERICA'S MERCHANT MARINE

Is America to have a merchant marine at last? According to Chairman Hurley of the Shipping Board the answer depends solely upon the encouragement given the shipbuilders and marine transport concerns. American shipbuilders can construct steel oil-burning vessels at thirty-five to seventy-five dollars less per ton than any foreign concern. With American firms beating the competition of alien shipbuilders our marine transport companies will get vessels at a rate that will permit them to compete with foreign freighters, and win for America her normal quota of the high sea traffic.

Pictorial Digest of the World's News



BRITAIN PATROLLING THE NORTH SEA

Two million tons of fighting vessels were added to Great Britain's sea-defenses during the war. England's Director of Naval Construction, Sir E. H. W. Thompson-d'Eyncourt, has announced the cost of warships built since 1914 as approximating \$1,500,000,000. The British Admiralty will have a ticklish time deciding what to do with these new ships if the program of restricted armaments is carried through the Peace Conference.



EX KING LUDWIG OF BAVARIA AND HIS SON, CROWN PRINCE RUPPRECHT

Bavaria was one of the first German kingdoms to exile royalty. The old king was forced to flee into Austria in February. He went with two faithful retainers to Kufstein, in the Tyrol. Thence he was driven by revolutionists to a secluded valley in the Alps, where he lived in hiding at the village hostel of Oetz, sitting down at table with the peasants of the region. He has since found refuge in Liechtenstein.



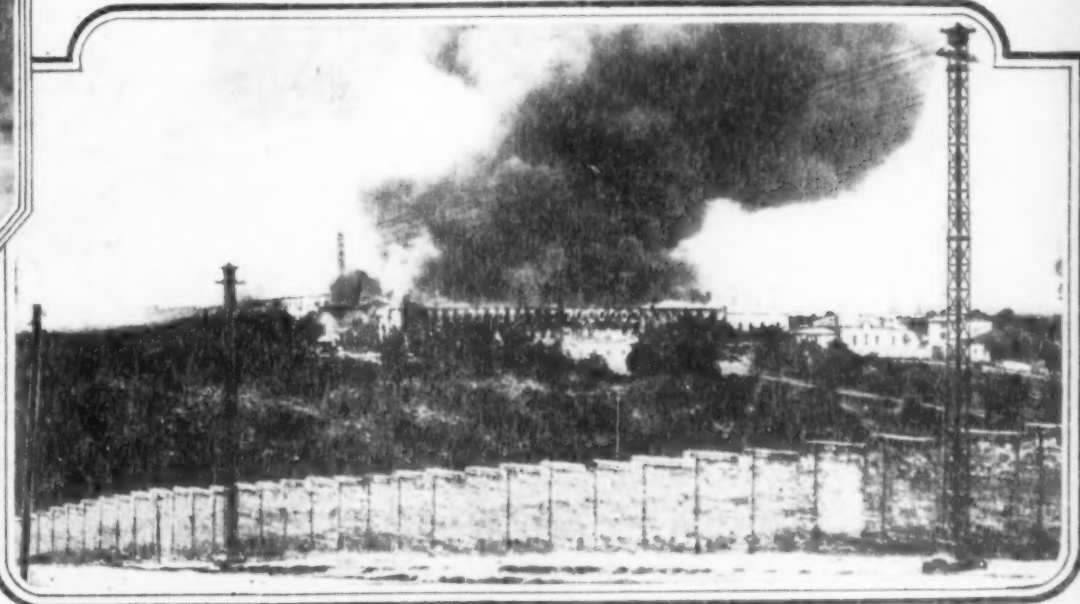
THE AMERICAN PEACE DELEGATION AT VIENNA

America's peace negotiators at the Austrian capital have a difficult task. Grave fears have been entertained by the Allies that Austria would go over to communism and repudiate the armistice terms. Recently the Austrian Government asked the Allies for ten thousand troops to protect democracy from the impending communist onslaught.



LUDWIG MARTENS, BOLSHEVIK ENVOY TO AMERICA

No official recognition has been accorded the representative of the Russian Reds in this country, who styles himself Chief of the Russian Soviet Bureau. Martens, assisted by a "diplomatic corps," has made his headquarters in New York and opened an active campaign for the promotion of commercial relations between American banking and merchant houses and Bolshevik traders. Martens believes his government will get recognition when trade is established. He sees no reason why Americans should not at the same time fight and feed his people.



THE SMOKE CLOUD OF BOLSHEVISM AT ODESSA

Odessa was announced as occupied by the Bolsheviks on April 9. The French and Greek forces holding the great oil port on the Black Sea were forced by hunger and the threatening guns of the Reds, which set fire to the town, to withdraw to Rumania and Constantinople. With the acquisition of Odessa the Reds take a new lease on life, for the city is the key to the richest grain and mineral region of southern Russia. Its occupation by the Allies as a base for military operations menaced the effective exploitation of these regions by the Lenine and Trotzky regime.

"League," Entente, or Declaration

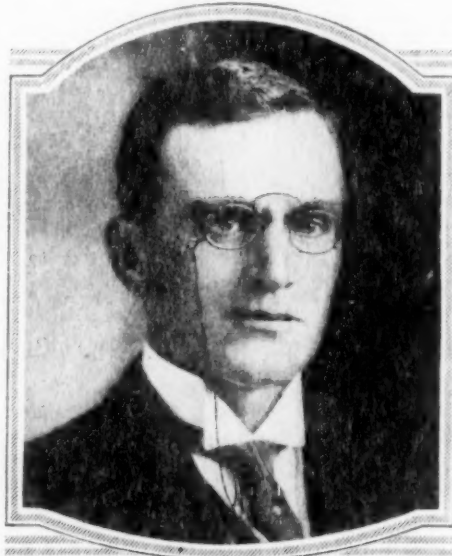
By HUNTINGTON WILSON, Formerly Assistant Secretary of State

THE logical course of events, after the armistice of November 11th, would have been (1) the instant calling together of representatives of the powers that had joined to defeat the Teutonic onslaught; (2) an agreement between those powers to decide among themselves as to the peace terms to be imposed in pursuance of their common war aim, and to cooperate for the enforcement of those terms; (3) an agreement to cooperate as to food supply, shipping, etc., during the transition from war conditions to the reconstruction programs of the several nations which should return them to normal conditions; (4) thus protected, to make peace with the enemy, and (5) an agreement to continue afterward a close mutual intercommunication, to arbitrate mutual differences, and to consult together should any fresh world menace arise, and (if you like) to discuss, later, the question of the practicability of some "League of Nations."

Such a set of conventions would be an entente or understanding to meet the practical problems that so obviously confront the victorious belligerents, and, secondly, to join in watchful consultation hereafter. There could have been provision for frequent revision of any articles which trench upon the parliamentary prerogatives of the nations concerned. There need have been no violence done the independence, the constitutional procedure, the institutions or the policy of any of them.

But there was great delay in meeting, and then the time and energy that should have been devoted to the pressing urgency of facts was squandered upon the aspiration for a league of nations—something that may well be entirely chimerical at the present time. The spread of the Russian menace of Bolshevik autocracy is one of the results. The dangerous delay of peace is another. Now logic is avenged. The Paris conference has brought forth the draft covenant of something that is neither the promised League of Nations, nor an alliance, nor an entente; and it has not yet produced peace terms. It will have now to return to the logic of the situation and to implement its decisions in accordance with the real urgencies. For this purpose parts of the so-called League can perhaps be saved from the waste-basket to figure in an entente for immediate purposes. If this be done, the American people should, in the name of truth and candor, resist any attempt to foist upon them as a "league of nations" a thing labeled "league of nations," which will be something quite different, and, it is submitted, very fortunately so, considering the nature of the league proposed.

NOTE—Mr. Wilson served for 15 years in the State Department and in high diplomatic posts in Japan, the Balkans and Turkey. He resigned as First Assistant Secretary of State in 1913. He speaks therefore from knowledge and experience and his opinion is of special value.



HUNTINGTON WILSON.

Senator Knox, in the most notable address delivered in the Senate for a long time, carefully, sincerely and ably analyzed the so-called League of Nations covenant from the viewpoint of taking it at its face value and emphasizing its terrible obligations, its appalling surrenders of American freedom of action, its weakness as a preventive of wars. Ex-President Taft analyzed the same document, but from the viewpoint of one so in love with the league idea as to excuse most of the faults of this project and to explain away most of its dangers. In doing so the head of the League to Enforce Peace stripped the President's "League" of almost all obligatory features

and of all semblance of reality as a "league" as we understand the term. The league the President is urging upon the American people is no such thing according to Mr. Taft's interpretation. It reaches rather a mere continuing international conference; an entente or understanding to settle the war and to hope later to maintain the peace. But solemn documents must be taken at their face value or else must be interpreted by protocols of a solemnity equal to their own. If the covenant were amended or officially interpreted in the sense Mr. Taft has given it, then, with some further attenuation of its obligations, it might become part not of a "league of nations," but of a not very extraordinary entente.

To end the war by removing forever the Teutonic menace is the first task. That task may well involve certain continuing obligations regarding buffer states, economic policy, and other things, in which the United States may have to take a certain share. Then comes the task of mutual helpfulness in reconstruction. These things are the world's pressing business. Distinct from them is the task of preparing to make any future menace, any future great horror like this war, as nearly as may be impossible. Naturally the entente created by the war should, if possible, be made to subserve that purpose. Shall it be as an entente or as a league of nations? The duty of the day being clear, it is to be hoped that public opinion will enforce the performance of that duty. It must not be obscured by the argument over the phrase "league of nations," or over a league of nations as a future possibility—if it be one. Nor, on the other hand, should the righteous fight for Americanism and nationalism be permitted to drive us back to an untenable position of aloofness. Literal Washingtonian isolation is as out-of-date as Wilsonian internationalism is premature, dangerous, and destructive of the future of America and of the world. Excessive aloofness would estop us from doing our part to make this war stay won, to make permanent and real the guarantee against the Teutonic menace. Our share in that task is part of the *res geste*; it is of the essence of our participation in the war, albeit, our geographical remoteness and our relatively indirect and general interest should enter into the measure of our share of the work.

Next we should consider our general future interests as a nation and the general subject of future world peace. All these future matters are really quite distinct from

Concluded on page 642

A Real Air Policy for America

By EDWIN C. HILL

OUR respected Uncle Samuel is no lunkhead in the long run. Afflictions may fall upon him out of all connection with offenses of his own. This theory may account for some of our leading bureaucrats. Obviously, it is asking a good deal from any reader intelligently cognizant of Washington affairs of the past few years to tolerate this supposition; still, one desires to be fair.

But the old gentleman, like Job, who was also vexed by cutaneous afflictions, though by nothing organically serious, owns a rare quality of patience. He is perfectly sound in body and bean. Like Job again, he sometimes permits his performers to push false principles to their proper extreme—then he lands upon them as a Voice sounds from a cloud: "Who is this that darkeneth counsel by words without knowledge?" This may assist the gentle—in a way of speaking—reader to understand why the Republican National Convention next year is going to be a grand, free-for-all scramble.

There are already signs of indubitable clearness that Uncle, old dear, is rolling up his shirt sleeves and spitting on his hands preparatory to taking the whole crew of parlor Bolsheviks by the collar and the slack of the trousers, throwing them out of Washington and fumigating the national offices so that a set of men who will make patriotism—simple Americanism—respectable again can go to work. There are numerous indications of this fine and worthy purpose on Uncle's part, most of which do not need to be set down here; for the daily papers are astir with them. Returning soldiers fairly sing them. The endeavor of this article is merely to project the idea patently forming in public opinion that one of the reasons why Washington must be reorganized is the stupid neglect of American aeronautics and the

utter necessity of choosing a Government which among other great achievements possible to it, may make the United States of America second in the air to no nation on earth.

Junking Our Air Material

Three weeks ago in this magazine I set forth with facts and figures that have not been and cannot be honestly denied the destructive attitude of the Administration, and particularly of the Secretary of War and the Chief of Staff of the United States Army, toward American aeronautics. It was written then and can be written with as much justice now that every act of the War Department of which the public has been informed has been disorganizing and demoralizing as regards what we have and what we ought to have in the way of air service, militarily and commercially. Every act of which the public has been informed (not to speak of the closed door performance) has been to discourage the fine men in the air service, to dismay men who would seek to join the service and to treat as offensive impertinence any suggestions of a constructive nature looking to a big policy for the future. The War Department goes on scrapping the service with the apparent object of making the United States as ridiculous in the air in years to come as it was helpless until a few months before the armistice was signed.

The sole "I told you so" that LESLIE's may indulge in now, three weeks after the original statement was made, that the national air equipment is being junked and sold to dealers not in the bad graces of the Administration—sold at less than nothing on the dollar—is kindly supplied by the War

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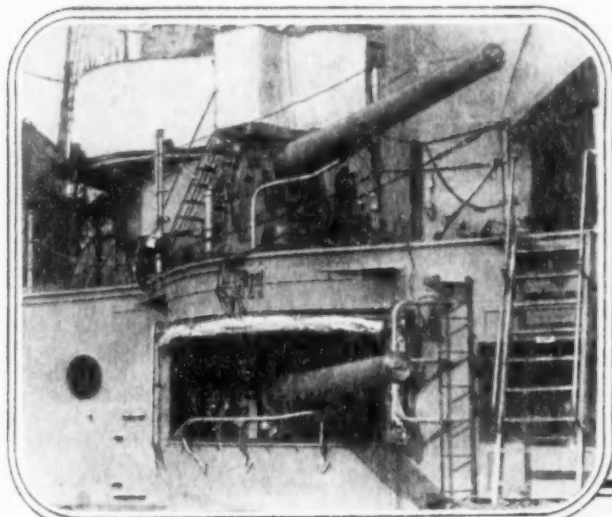


Major General Kenly, now Colonel Kenly, whose efforts to develop this air policy brought him into disfavor with the Administration.

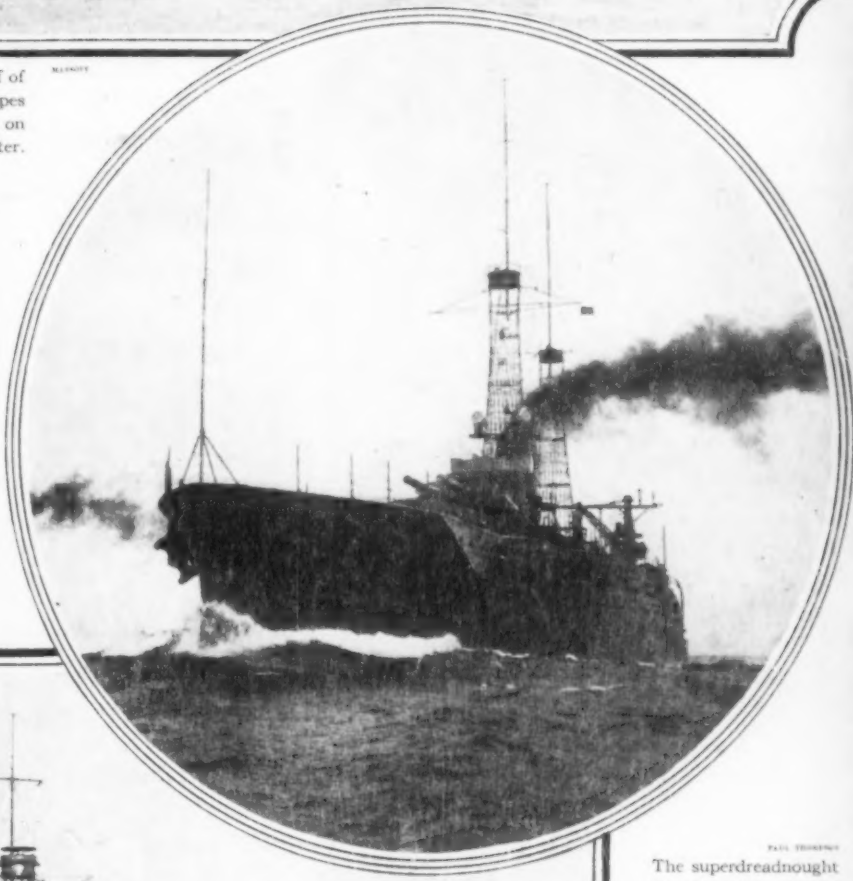
Overseas Fleet Comes Home



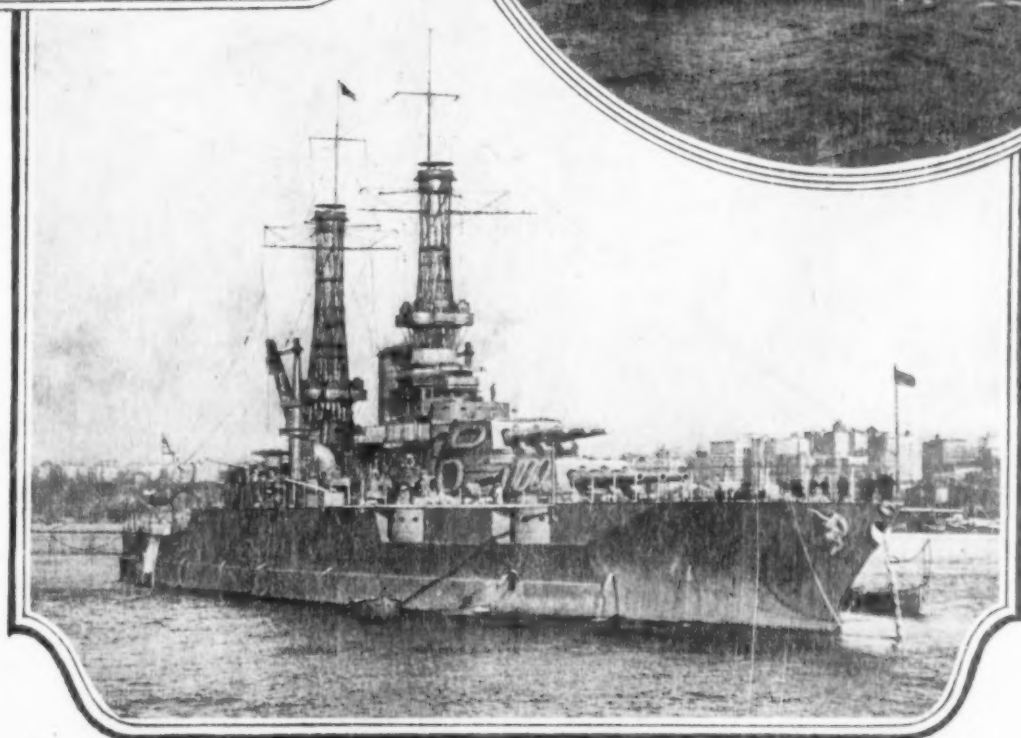
New York's lower harbor greets Admiral Sims, commander-in-chief of the United States Naval Forces overseas, upon his arrival. All types of naval vessels greeted the returning hero. The yacht *Aramis*, on which the Admiral had just greeted his family, is in the right center.



A peep at two of the secondary guns of the *Idaho*, newest and greatest of the world's superdreadnoughts, which is participating in the great naval review for the returned overseas fleet held at New York, April 15-30. Though never in service abroad, the *Idaho* as the supership of the fleet, attracts world attention. She is 624 feet long, displaces 34,000 tons, and carries a main battery of twelve 14-inch guns.



The superdreadnought *Nevada* going at high speed. The *Nevada*, carrying ten 14-inch guns and powerful batteries of lighter guns, was one of the most formidable ships in the navy at the outbreak of the war. She is now one of the 103 ships lying off New York, where 30,000 officers and men are enjoying their first great holiday in over two years. About half of these men underwent hardships of life on the destroyers.



The *Mississippi*, sister ship of the *Idaho* and *New Mexico*, 32,000 ton ships, which are participating in the concentration of the greatest fleet ever assembled in American waters.

Some Americans Who Americanized Themselves



The *Mayflower*, reconstructed from fragmentary descriptions. The model is in the rooms of the Society of Mayflower Descendants in New York. In this frail vessel the Pilgrims left Holland, and from it they landed at Plymouth.



Massasoit confers with the Pilgrims. This friendly chief of the Indians around Plymouth could have exterminated the colony in the first winter, but instead he made a treaty which was honored for 50 years. Apparently the Indians are being introduced to "hard liquor."



Signing of the Compact in the cabin of the *Mayflower*. From the painting by Edwin White. "Yet before they landed the manner in which their government should be constituted was considered," and they signed a solemn compact for conducting themselves.

IN these days when we hear so much about the need of Americanizing the foreign-born, it is worth recalling the story of certain sturdy emigrants of long ago who very swiftly and effectually Americanized themselves. They neither asked nor needed any advice in the process. On occasion, indeed, they rather actively resented it. You couldn't tell a Pilgrim Father much. He usually figured it out for himself.

And so today innumerable American historical societies and patriotic organizations are preparing to celebrate with impressive pageantry the 300th anniversary of the *Mayflower's* arrival off the bleak and stormy headlands of Cape Cod. It is eminently fitting that we should thus do honor to the memory "of those which came over first in ye year 1620 and were by the blessing of God the first beginners and in a sort the foundation of all the plantations and colonies in New England." For it is not too much to say that the town-meetings of these tiny forest republics of seventeenth century New England germinated much that is greatest and noblest in American institutions.

We think we have our troubles in these trying days of world revolution, transition and change. Hear you then the misgivings of our forefathers as they debated their great adventure in the comparative safety of Holland:



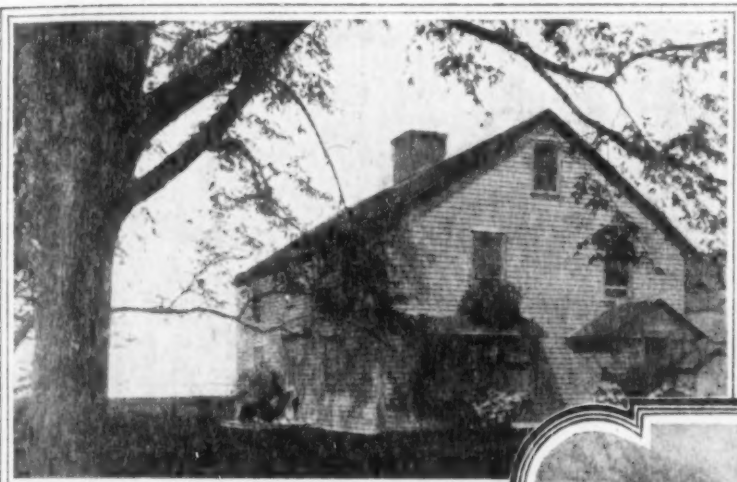
The manor house at Scrooby, England, where Elder William Brewster lived as a country gentleman before the non-conformists removed to Leyden, Holland. In the painting above, Elder Brewster stands with the compact in his right hand.



Pring's barricade at Patuxet (New Plymouth) from an old woodcut. Capt. Martin Pring visited Plymouth Harbor in 1603, built a barricade and fought a battle with the Indians, the first in New England. Chevalier Champlain also visited the New England Coast in 1605.

As the Tri-Centenary of the Landing of the Puritans Draws Near, America May Well Turn Back the Pages of Its History to Read of the Political Ideals and Plans of the Founders.

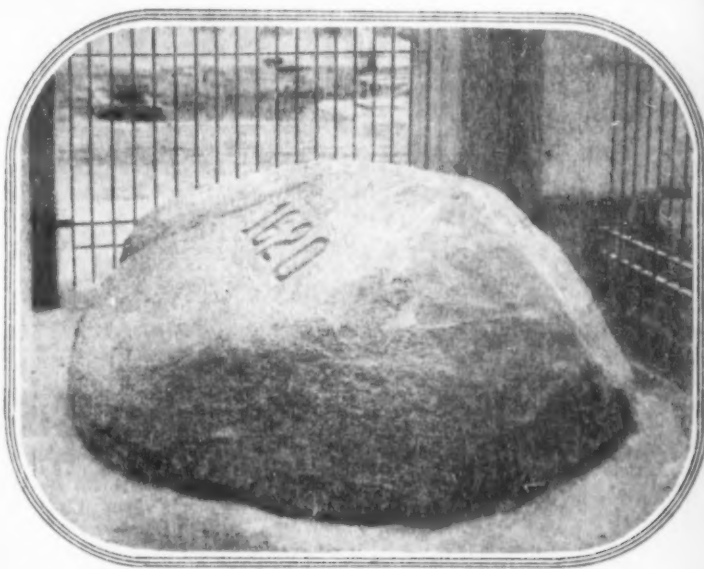
By HENRY FARRAND GRIFFIN



A typical New England house of the Colonial period, built after the New Englanders had firmly established themselves. Hundreds of such homes spread out over the various colonies, and in their square, rugged simplicity and strength are symbolic of the New England character.

"The place they had thoughts on was some of those vast and unpeopled countries of America . . . where there were only savage and brutish men which range up and down little otherwise than the wild beasts. . . . This proposition being made public . . . some labored to stir up and encourage the rest to undertake and prosecute the same; others again out of their fears objected against it . . . alleging many things and those neither unreasonable nor improbable. As that it was a great design and subject to many inconceivable perils. . . . The length of the voyage was such as the weak bodies of women and other persons worn out with age . . . could never be able to endure. And yet if they should, the miseries of the land which they should be exposed unto would be too hard to be borne, and likely some or all of them together to consume and utterly to ruin. For there they should be liable to famine and nakedness and the want of all manner of things. The change of air, diet and drinking of water would infect their bodies with sore sickness and grievous diseases. And also those which should escape or overcome these difficulties should yet be in continual danger of the savage people who are cruel, barbarous and most treacherous . . . not being content only to kill and take away life, but delight to torment

Continued on page 645



Plymouth Rock, about which every history student in America reads, and on which the first Pilgrim stepped upon landing. This boulder is one from a rocky ledge. The fence was placed years ago to preserve the relic from visitors.



The landing of the Pilgrim Fathers on December 11, 1620, upon the rocky stormbound coast of Plymouth Harbor. In this bleak climate, exposed to a wild winter and with few comforts and poor medical attention, half the emigrants perished before the following spring. However, the sturdy English farmers refused to give up the fight.



The Pilgrims Going to Church, from the famous painting by Boughton. Though the Indians were friendly to the people of New England during the early years of the colony, later bitter wars caused unceasing vigilance. King Philip, son of Massasoit, waged a bitter war against the Colonists and killed hundreds of them.



A View of a large ship at sea, with a smaller boat in the foreground, and a building on the shore, depicting the manner of curing and drying codfish. The illustration shows the ship at sea, the smaller boat in the foreground, and the building on the shore. The illustration shows the ship at sea, the smaller boat in the foreground, and the building on the shore. The illustration shows the ship at sea, the smaller boat in the foreground, and the building on the shore.

View of the manner of curing and drying codfish. Codfishing early became one of the great industries, and the rich cod banks of the North Atlantic were dotted with vessels.

The Skeleton at the Peace Table Becomes the Specter of the World

EDITOR'S NOTE—A few hours before going to press with this issue LESLIE'S received the following article from Mr. Wischart, our Paris Correspondent, which seemed of such timely importance that it has been substituted for "Binding Yankees to France," which is announced on the cover. "Binding Yankees to France" will appear in the May 3 issue.

By M. K. WISEHART

Enclosed please find an article, "The Skeleton at the Peace Table Becomes the Specter of the World," which I trust will be self-explanatory. Let me say, however, that that was a notable article of Mr. Schuette's by way of warning as to the real problem ahead of the Peace Conference. The Paris conference has been far different from the Brest-Litovsk affair, and perhaps after all no degree of difference could have averted the troubled and destructive epoch that lies ahead.

I have tried to avoid the shrill things men say to get at what they really mean and without straining any point one way or another to indicate the atmosphere in which the new Europe is being born, perhaps only to be repented again. There is no denying that the masses are grim - inclined to distrust. I doubt if any leader in power to-day enjoys their complete confidence. The stomachs of Europe have wanted feeding; hands have wanted work to do; anxiety and under-feeding produces one of two results, apathy or an extravagance of revolt. We know it now, but meanwhile we have been late in resuming the processes of trade, of industrial and economic reconstitution.

There's no use deluding one's self as to the value of any article any man can write on the situation to-day. Events have gone too far for that. The wisest man I know in Paris isolated himself the other day from duties in connection with the Peace Conference and from the jangling voices of the dissident press and of agitators, and when he came out of his study he said, "I have contemplated President Wilson's Fourteen Points in despair. If those principles could be applied even now, promptly, undeviatingly, the world might still be saved."

Very sincerely yours,

M. K. Wischart

A letter from Mr. Wischart accompanying his article on the Bolshevik situation. Mr. Schuette's article to which reference is made appeared in LESLIE'S for February 1, 1919.

EUROPE has entered upon an epoch of radical and perhaps, in the main, violent political and economic readjustments. The question now is whether, in view of the many ugly and repulsive aspects of this epoch, the nations will come out invigorated and refreshed, with production and distribution of the good things of life managed by competent processes of cooperation, with greater leisure for the education of the many, with less devotion to profits and money-making and more to science and the arts; or whether Europe will still be wandering in the wilderness after forty years.

Even Socialists, prone to prophesy, are not predicting. The intellectual world of Europe is looking to the future with fewer set formulas and less rigidity than ever before, anticipating only that somehow the problems once dogmatized upon will be solved in many different ways in many different communities. Meanwhile, the responsible heads of Entente governments lean to the belief that the Soviets have come to stay in Russia, in Germany, and are expecting them to appear in western Europe. Americans in Europe, seeing the inevitable, have begun to ask, rather feebly, whether, if the Soviets could be divorced from violent leadership, they might not mean simply government on a nation-wide scale by institutions as pacific as the New England town meeting!

With the signing of the peace the trouble in Europe will have just begun. During the last weeks of the Paris negotiations the prospect of the fall of the Ebert-Scheidemann Government was so great that Allied statesmen were constantly asking themselves and investigators returning from Germany whether there would be a responsible German Government with which they could deal. In the opinion of some of the leading members of the Conference the negotiators had not only overplayed their hand but also delayed the game too long. The skeleton at the peace table has become the specter of the world.

Today the world must face the danger that the masses of Europe will be aroused out of sympathy for the masses of Germany, and that the example of the German Bolsheviks will be followed elsewhere. France and England are not immune. The small nationalities surrounding Central Europe have been cut off from communication and trade as well as Germany; they have been suffering for food and for work to do and they are afflicted with the same tendency to revolutionary excess.

Whether or not the Ebert-Scheidemann Government lasts long enough to sign the peace we have to face the fact that Germany has gone Bolshevik. In Munich Levine of Russia is the popular leader. In Austria the young Minister of Socialization, Otto Bauer, with a vigorous program for rapid socialization, is being pressed by the masses clamoring for Bolshevism. Since the disintegration of Hungary the communistic government has been headed by three radicals, including Bela Kun, formerly secretary of Lenin, and only a few months ago imprisoned in Hungary as a Bolshevik. The Mensheviks in Russia have rejoined the Bolsheviks. The infection from Russia and Germany has affected the popular leaders of Belgium and France. Spain verges upon anarchy. The Ukrainian Bolsheviks have advanced on Odessa, defeating the Rumanian, Greek and French troops. The fourth request of the Allies to the Poles and Ukrainians to stop fighting is disregarded and the fighting goes on near Lemberg. This is not the darkness that sometimes clears up before the storm. It's the storm. That Russian proverb, "When you're in the woods you must howl like a wolf," has become almost a political principle!

Since the armistice two main problems have been before the world. One concerned territorial limits and the creation of new international institutions to meet the needs demonstrated by the war. The other was to ameliorate hunger and get production going. The Peace Conference has been attending to the former and not to the latter, and hence the danger before the world today. If Germany becomes lastingly Bolshevik how will it affect the rest of Europe?

Before this question is considered attention should be given to the course of events in Germany since the armistice. The armistice provided for the rationing of Germany with enough food to keep the German population above the danger-mark of depression and psychological inversions that engender agitation and violence. The amount stipulated amounted to 10 pounds per capita per month, and this included what Germany could obtain by the permission given her to fish in European waters. Nearly five months elapsed before the food allotted got under way toward Germany. Meanwhile, as shown by reports to the American Commissioners and the Prime Minister of England, this has come to be the condition in the Central Empires:

Hunger and want have been general. A process of actual starvation is said to have been in progress. It shows in emaciated faces, in the general outward appearance

of the city populations, in the medical reports as to abnormal births. The authorities have taken to paying allowances for unemployment just as the Russian Bolsheviks did, and thus encouraging thousands not to work. The mark is worth less than half its former value. There is a great quantity of forged French and English money in circulation. The last Spartacist revolt was put down with such violence that there has been a reaction in favor of the Spartacists. There is dancing in the cities, but no gaiety; the upper classes are so thoroughly convinced that the Bolsheviks will permanently triumph that "they dance because nothing else is worth while. They don't expect to live tomorrow."

In Bavaria the soldiers have either killed their officers or driven them into hiding. Since the Eisner assassination in Munich, the bourgeoisie and upper classes have been disarmed and the workmen have been armed. Every house in Munich was searched and every fowling-piece or revolver for self-defense was taken from any member of the upper classes and put in the hands of the proletariat.

Vienna is described as "the most pathetic spectacle of a big city that the world has ever seen." The people are "underfed and apathetic." There is "no revolt there—only a condition that has been ripening for anarchy."

The question concerning Germany and Austria is no longer "Will they be socialized?" but will they become lastingly Bolshevik through processes of proletarian revolutionary excess. There seems to be no doubt but that the Soviets of workmen, soldiers and peasants will become a permanent part of the new constitution. In Bavaria the right of private property in houses, lands and rents has already been abolished. The palace of the Bavarian king has been converted into a dwelling for workmen, and the community has taken the right of quartering whomsoever it will in the unused rooms of any man's house.

The American position as represented here in Paris is that Bolshevism in Germany is a menace to the world, and that consequently the plain necessity of the case as regards Germany has not been met. That necessity was to give a revolutionary government a chance to prove whether it was a genuine people's movement.

In view of what is going on in Germany and Austria it is folly to regard the revolution as less than genuine. The governments of these countries have been composed of men who, though they went to war with the Junkers, were nevertheless Socialists who had had as the object of their lives the realization of socialism; and now these men are being pressed harder and harder to adopt and to institutionalize the proletarian demands which as Socialists they regard as impracticable. In what is left of old Austria, for instance, the important figure has been Otto Bauer, a man of 38. He was one of the leaders among the Austrian scientific Socialists and the first to attempt to reconcile nationalism with internationalism. As an officer in the Austrian army Bauer was captured by the Russians and sent to Siberia, where he was with Russian Socialists until the revolution broke in Petrograd. After going to Petrograd and playing an important part in that revolution he went to Vienna and played a similar part in the Austrian revolution. Today he holds the position of Minister for Socialization, but behind him is the uncontrollable clamor of the Bolsheviks.

In addition, it should be remembered that Poland, an ally, for whose freedom the world has been clamoring for a hundred years, has down to the present had no chance to communicate and trade. Extreme conditions of deprivation have prevailed. Worse may be said of Bohemia. Bohemia has not been in the market as a beggar for food; she has had quantities of glass and other stuffs to export, but she has been cut off and the Bolshevik uprisings have continued. Finland has been isolated so that, as a Finn said to an American official, "we haven't had a candle in three years, even in

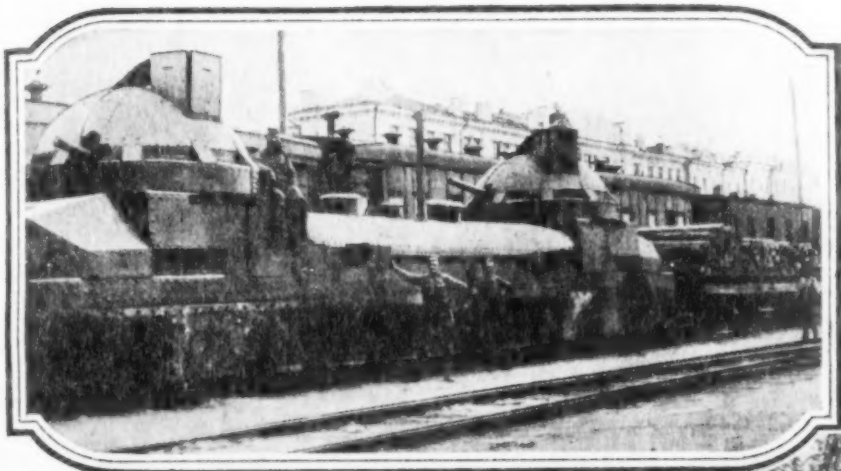
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Kurt Eisner, surrounded by fellow Socialists at the recent Congress in Bern. A few days after this picture was made Eisner was assassinated. He was an obscure journalist and not especially popular in Bavaria, but with a few adherents recruited from the young soldiers and workmen he made a revolution and became Premier, overturning a ruling house nearly 800 years old.

Fighting Bolshevism in Siberia

Photographs by DONALD C. THOMPSON
LESLIE'S War Photographer in Siberia



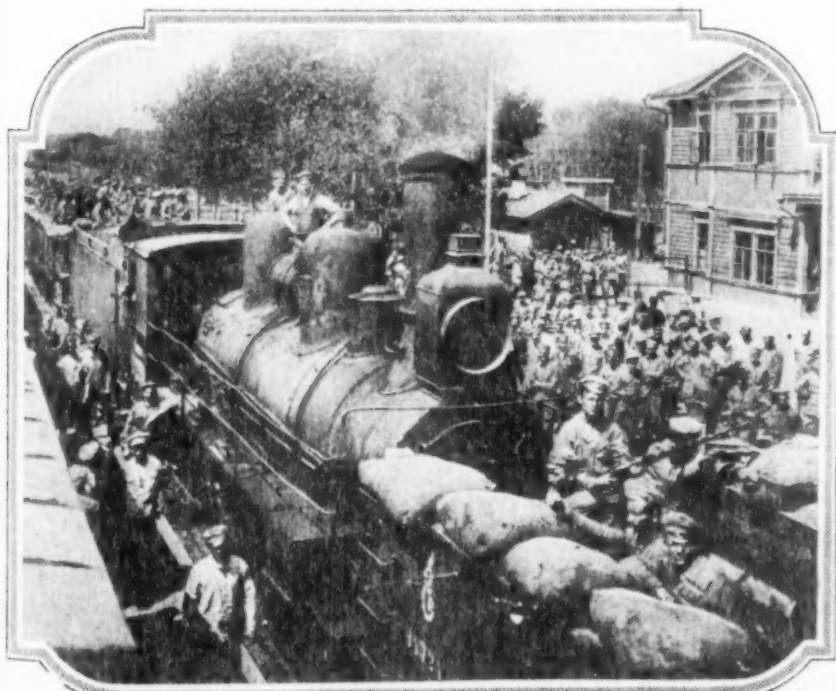
An armored, revolving turret car delivered to the Bolsheviks by the Germans, and captured by the Czechoslovaks. Since most of the fighting in Russia is on the route of the railroads, this is a highly prized war weapon.



A pom-pom gun used by the Czechs in their campaign against the Russian Bolsheviks. The campaigns of the Czechs have had little advertising, but their heroism has been proven time and again during their cooperation with the Allied armies in the various sectors in Russia.



The New Russian Army on the march. This army has been cooperating with the Allied forces, including the Americans, who, it was recently announced, will be withdrawn some time this spring.



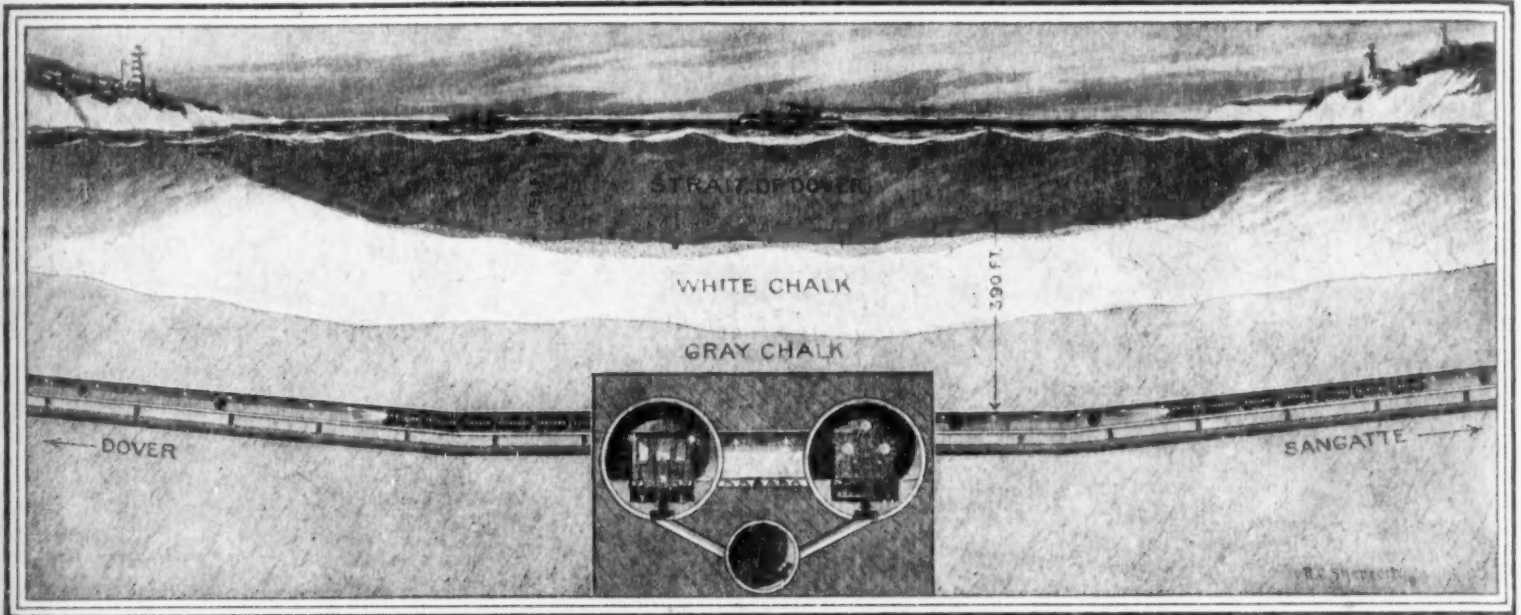
An armored train of the New Russian Army ready for action on the Trans-Siberian railway. Flat cars, protected with sand-bags, are manned by Russians and Czechs.



Whenever the New Russian or the Czech army retreats, the well-to-do Russians in the territory pack their possessions and trail along to escape the horrors of the Bolshevik occupation.

England's Channel Tunnel

By ROBERT G. SKERRETT



A cross section of the Strait of Dover, and the underlying formation. The white chalk is pervious to the overlying water while the gray chalk is substantially impenetrable, as was found when

the exploratory headings were bored in the early "eighties." The two tubes will be interconnecting at regular intervals so as to facilitate the transfer of passengers in case of mishap.

THE war has wrought a miracle which fully half a century of diplomatic dickering failed to bring about. The British are now willing, in fact anxious, according to Andrew Bonar Law, to build a Channel Tunnel and to abandon England's long cherished fetish, her "priceless and most enviable insularity."

This complete reversal of national policy is advocated now, so it is said, because of the cordial relations today

existing between France and Great Britain and the belief that the two countries hereafter will stand shoulder to shoulder in a common cause. This is inspiring certainly; but there are other and probably more potent reasons for the change of heart—these are essentially material and economic. Great Britain's insularity has cost her dear during the recent years of conflict; and the watery barrier which has separated England from the

Continent made the military problem of halting the Teuton troops an infinitely harder one to deal with.

Millions of dollars were spent in guarding the Channel and the North Sea in the neighborhood of the Strait of Dover; vast sums of treasure were sacrificed in ships lost; and tremendous outlays were involved in maintaining a so-called cross-channel service for the transportation of

Continued on page 639

America's Basic Problems

A Symposium on the Great Questions of the Day as They Appear to Leading Americans

Transportation the First

By JAMES SPEYER

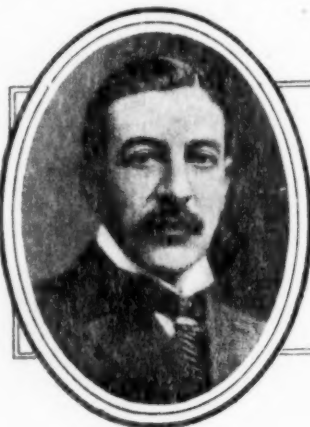
IN reply to your invitation to express my views, I beg leave to say that I consider a correct solution of the transportation problem as most vital to our national welfare at the present time. It fundamentally affects both labor and capital, to wit: millions of workmen and the savings of millions of men and women which they have invested in railroad securities and other industrial undertakings, giving employment to other millions.

The temporary crisis in the financial requirements of the railroads (due to the failure of Congress to pass the appropriation asked for by the Director General) will be overcome, I believe, through the cooperation of all interested parties. But what is of vastly more importance, and not so certain, is a proper permanent settlement of the relations of the owners of the railroads with governmental authorities, both Federal and State.

While the railroad properties are still in the hands of the Government, there is a unique opportunity for settling the whole transportation problem in a comprehensive way, before they are returned to their owners within two years or so. It would be a great detriment to the whole country if this great opportunity should be missed, because another may not occur for many a long year. From what I learn, Senator Cummins, who will be chairman of the Senate Committee on Interstate Commerce, and some others in Washington are fully alive to the situation, and I am hopeful that when Congress meets again the necessary legislation may be put through.

There is a mistaken notion that the railroads are owned by a few very rich men. This is not the case. There are over a million

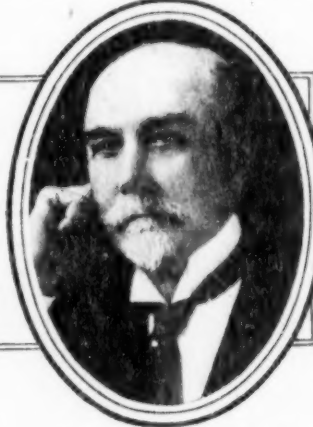
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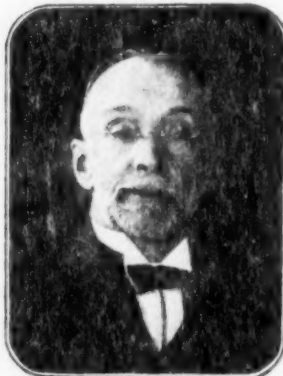
JAMES SPEYER.



COLEMAN DU PONT.



A. BARTON HEPBURN.



AUGUST HECKSCHER

Maintain Government

By A. BARTON HEPBURN

THE greatest single problem in America today, and it is the greatest single problem in the world as well, is to maintain intelligent, stable government; a government in the interest of law-abiding, industrious, liberty-loving, fair-dealing citizens, who believe in the golden rule and who are willing to accept the responsibilities as well as enjoy the privileges of government. History is replete with evidence that the greatest tyrant in all ages is the mob. The excesses of individual rulers pale into

comparative insignificance when compared with the excesses of the mob excited, infuriated, inspired by the contagion of their own example, moved on by a blind, though it may be a crude sense of justice, but always contrasted in a greater or less degree by the malevolent 10 per cent. of the really dangerous that exist in all metropolitan centers.

Concluded on page 641

Settling the War

By COLEMAN DU PONT

I HAVE your letter of 11th asking what is the great single problem in America today.

First, Peace Treaty to be signed. Second, Disarmament and Third, Reparation, if these are not included in the Peace Treaty.

After these are accomplished, take our time about it and form a League of Nations, a Superior Court or something which should be gotten up carefully and by the best minds we have, and I don't think it can be properly done in less than a year.

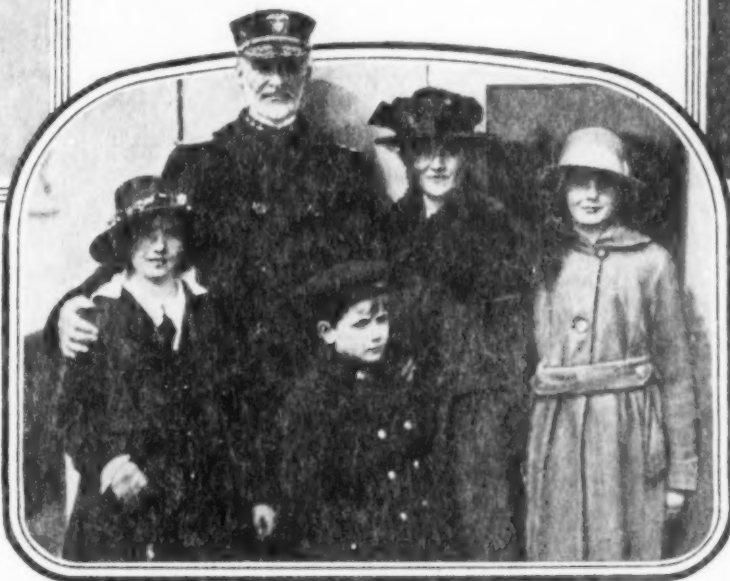
Our Naval Hero Returns

ESCORTED by a flotilla of destroyers and navy seaplanes, Rear Admiral William S. Sims returned to New York after two years' service in European waters as chief of the United States naval forces. At quarantine he was met by officials of the Navy Department and the City of New York, and his wife and children, while salutes from the harbor forts and the naval craft sounded a noisy welcome. Admiral Sims told on his return the circumstances of his departure from this country before the United States entered the war. He had been summoned from the Naval War College at Newport, of which he was president, and was told "It looks as though we should go to war with Germany." Under assumed



Leads Federation

THE business and professional women of America, who were the sinews of the commercial life during the war, and to whose stability, acumen and dependability the nation owes much of its ability to keep business going at that time, have federated under the name of The Federation of Business and Professional Women of America. The first national convention of the federation will meet in St. Louis, July 14. It is directed by a national committee of business and professional women of various States, with Miss Lena Madeson Phillips as executive secretary.



Friend of Doughboys

SISTER LUCY GEYER, a nurse at the Strasbourg Hospital, where the Germans sent American wounded prisoners. She was detected in the act of leaving chocolate under their pillows and was sentenced to eight months in prison. The sentence was afterwards changed to confinement in her own home. She was immediately at work with her Americans as soon as the Germans were ordered out of Alsace following the signing of the armistice. Sister Geyer is beloved by her patients, and many a doughboy will long remember her patient kindness during his hours of convalescence.

The Hero of Jutland

GERMANY'S high-sea fleet, including seventy of her best ships, surrendered to Vice-Admiral Sir David Beatty, who commanded the British Grand Fleet—the mightiest armada ever seen upon the seas. Admiral Beatty commanded the Grand Fleet from November 29, 1916, until April 7, 1919, when the fleet was dispersed and his flag as the commander-in-chief was hauled down. He directed the action in Heligoland Bight on August 28, 1914, destroying several light cruisers. In January, 1915, he defeated the German battle cruiser squadron off the Dogger Bank, sinking the *Blucher*. His most distinguished services, however, were rendered at the Battle of Jutland in May, 1916, when by admirable strategic skill he succeeded in drawing the German high seas fleet within battle reach of the British Grand Fleet. The relinquishment of his command of the Grand Fleet has caused considerable speculation as to Admiral Beatty's future.



names and in civilian clothes Admiral Sims and one aide sailed from New York in March, 1917, and received news of the declaration of war by wireless while en route to Liverpool. On arriving in London, he proceeded to the admiralty offices, and was at once closeted with Admiral Jellicoe. It was not until April 13 that the American Ambassador announced the admiral's arrival at a luncheon in London. Admiral Sims was born in Canada, but his family later moved to the United States, and he was appointed to the United States Naval Academy, where he graduated in 1880. He was promoted through the various grades to the rank of rear-admiral on January 5, 1917, and May 28, 1917, was made vice-admiral. Asked how he happened to be the officer selected for service abroad, he replied:

"I was the logical selection for a number of reasons. I had been Naval Attaché at Paris from 1897 to 1900. I speak the French language. I had been to England about every winter from 1902 to 1909 to talk gunnery with British Admiralty chiefs like Admiral Jellicoe and Admiral Scott. I knew the British and French naval heads, and for three years I had been in command of the Atlantic torpedo flotilla on this side."

Going into details of the work of the sea forces in the war, Admiral Sims said:

"It was for us to get on with the war and play the game. The results depended on a full discussion with the chiefs of staff of the various navies—the English, the French, and the Italian. To use an army term, we brigaded our forces with theirs, and the whole force handled the coast from Murmansk on the north, in Russia, to the Adriatic, and now to Constantinople, at the eastern end of the Mediterranean."

"The United States had a navy of about 80,000 officers and men, of whom 5,000 were officers, and there are yet 25,000 over in Europe doing work which will have to be continued for a long time. Of 350 ships over there, there are approximately 150 still remaining. The officers now there are doing work in every port; matters not exactly navy business, but they concern the sea and our ships. Every vessel that flies the American flag which arrives on the other side is handled by the navy."

Admiral Sims' popularity in London was proven by the rousing send-off which was given him at naval headquarters on his departure. Streets were packed with soldiers and civilians of all nationalities, and he was cheered to the echo as he waved good-bye to the crowd. At a luncheon given in his honor at the American Club in London, the admiral said that in 1910 when an American squadron spent several weeks in European waters he submitted a secret report to the admiral in command, stating that in his opinion, and that of many American and British officers, a European war could not be put off more than four years.

Wound Stripes Like a Zebra

CHARLES A. PETTIT, former automobile racing champion of Texas and Louisiana, saw forty-two months service with the British and American armies on the different fronts in France. He was in several of the early battles of the war, including the first Battle of the Marne. He was then sent to Gallipoli, where he went through a continuous hell for fourteen months. From there he was sent to Egypt and for several months he did guard duty on the Suez Canal. When the United States entered the war he obtained his discharge from the British army and entered the American forces. He served as a private with the Rainbow Division during the latter days of the war. His remarkable service record shows that he is entitled to wear twenty-eight wound stripes, but he says he "would look too much like a zebra to put all of them on," so he contents himself with wearing ten wound stripes. He was born at Fannin, Texas, and his home is at Dallas.





Representatives of the German government meet General Mangin and General Marchand at the opening of the new bridgehead at St. Goar.

"The Hawk" Meets the Hun

By

LUCIAN SWIFT KIRTLAND,
Staff Correspondent in France



General Mangin, (center) famous as France's greatest shock troop fighter, meets General Marchand, and awaits the arrival of the Germans.

IT'S a long river road from Mainz to Coblenz. The Allies declared that it was altogether too long to be without a bridgehead. The German engineers shrugged their shoulders and said, "Yah, yah—but!" Perhaps it was just this doubt which spurred on the French engineers, so that before it was necessary to announce the terms of the third armistice convention, a pontoon bridge was built and successfully floated across the Rhine at St. Goar. This point virtually connects the wings of the American and French occupation.

It truly was a historical day for the French engineers—also a drizzling, misty day. The cere-



Closing the last link in the bridge, built by French engineers, immediately prior to General Mangin's crossing.

mony was to include the presence of General Mangin, General Fayolle and General Marchand. General Mangin, "The Hawk,"—or, as he is affectionately called by the American troops who served under him at Château-Thierry, "The Bearcat"—elected to sail down the Rhine to the opening in a torpedo boat. As there were two other "chasers" in the fleet, he invited a group of Americans visiting Mainz to accompany him.

Early in the morning we climbed aboard. The sturdy little craft, although now members of the French fleet, were built in America. In their trimness they might have been called

Concluded on page 630

THE biggest booster for good roads in the country today is the farmer. A few years ago he felt that the portion of his taxes used in the construction of permanent highways represented a benefit only to the motoring tourist and the city automobile owner. The farmer argued that he was paying for their pleasures, and the result was a superstition against the good roads movement, which, unfortunately, has not as yet been entirely overcome in some sections of the country.

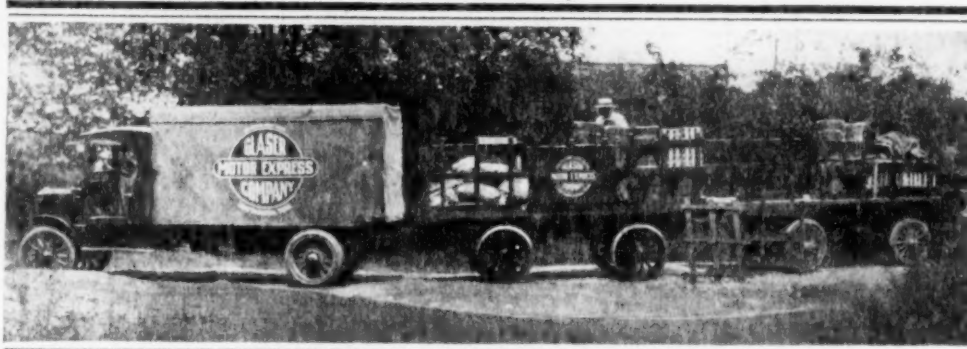
Now, however, when the farmer finds that his land has trebled in value; when the merchandise for which he has telephoned in the morning can be delivered by noon of the same day; when the market for his own produce is brought hours nearer; when the winter and its following spring thaw possess no terrors for him—all this because of the improved highway which makes his farm only a suburb, as it were, of

Express to the Farmer's Door

MOTOR DEPARTMENT

Conducted by

H. W. SLAUSON, M. E.



The Rural Motor Express can drive up to the farmer's door with his shopping orders telephoned the night before, and can take from his door the farm produce and crops which would otherwise require a half-day of his own time for their transportation to the market or distribution point. The farmer appreciates this service and is consequently a booster for good roads.

before, the motor truck can return the same afternoon with a paying load of the farmers' produce destined for the city market or the nearest railroad station. The goods to be shipped by the farmer to the city, whether they be live stock, milk or other types of farm produce, may be picked up at a wayside loading platform by the truck with scarcely more than a minute's loss of time, and the reliability of the modern truck mechanism makes possible the maintenance of a schedule as regular as that of the mail train or the commuters' favorite "8:40."

The ramifications of such a system are unlimited, and the possibilities opened to the farmer for combining the comforts and conveniences of the city with the

health, spaciousness and mental relaxations only possible with the rural out-of-doors life, are lending added force to the "back to the

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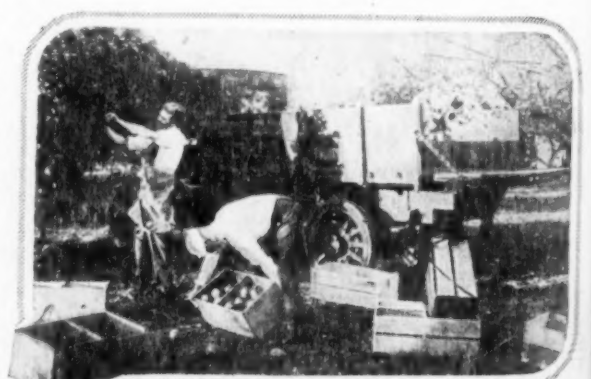


Cattle can ride in the motor truck faster than they can walk, and the farmer who has a half-dozen head of beef to take to market can save many hours of valuable time by the use of this removable stall body.

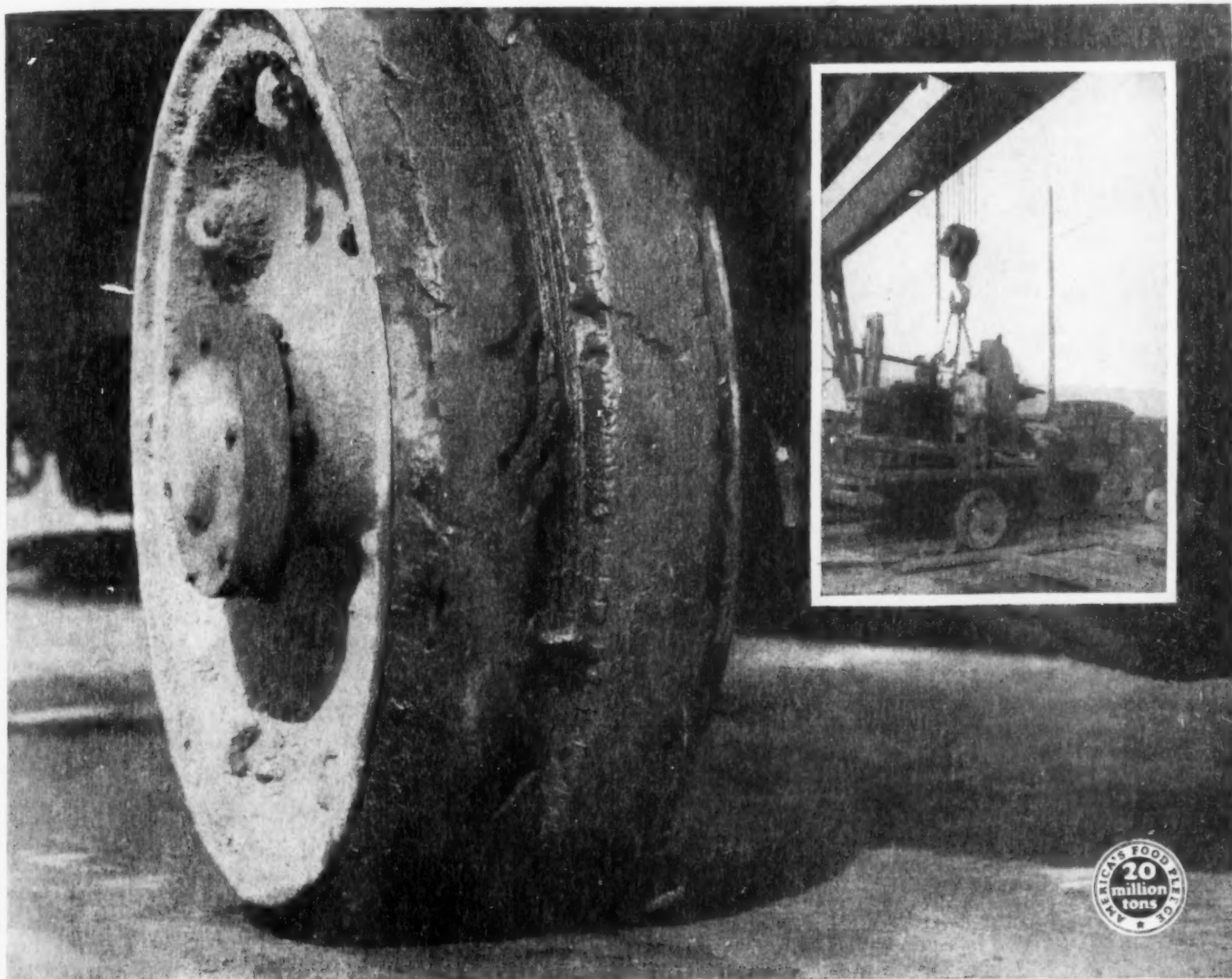
the nearest city—he naturally becomes a hard-working and hard-voting enthusiast for good roads.

A product of our intensified and efficient method of doing business during the war is the firm entrenchment of the rural express in many of our farming communities. Such an express system may either be cooperative among the farmers or may be maintained by an incorporated company operating a fleet of such vehicles from its own garage. Regular schedules are maintained, and the hard-working farmer and his equally thrifty wife may now save themselves many a shopping or marketing trip to town.

But because of the character of its work, the rural motor express lends itself well to return loads, so that it is one of the few types of installations which can be operated at maximum efficiency. Starting out in the morning from town loaded with the orders received by the merchants the day



Fruit is perishable, and the sooner it can be brought to the market or distributing point, the greater will be the price. The motor truck has served to save hundreds of thousands of dollars' worth of fruit.



Copyright 1919, by The Goodyear Tire & Rubber Co.

"OUR Goodyear Solid Tires deliver exceptional mileage considering that some of them have withstood the awful heat from steel-furnaces, have run continuously over scrap iron and have been used on trucks pulling trailers carrying up to 30 tons. Mileages to 15,000 in this service surely are creditable. We are re-equipping entirely with Goodyears."— Robert M. Andrews, President, Andrews Cartage Company, Cleveland, Ohio.

Imagine a set of truck tires carrying 5-ton loads for six months between steel-mill furnaces where the withering heat from the fire-doors threatened literally to melt their rubber!

Six tenacious Goodyear Solid Tires not only did that for the Andrews Cartage Company of Cleveland but continued at hard work for a whole year afterwards, delivering a total of 15,000 miles.

In different branches of this concern's service other sets of Goodyear Solid Tires grind along under crushing loads of machinery, raw iron and steel yet persist over similar distances.

Last year some of their Goodyear-equipped trucks pulled

trailers, supporting huge heat-treating furnaces weighing 20 to 25 tons and other terrific burdens up to 60,000 lbs.

In such arduous hauling, all the Goodyear Solid Tires on nine heavy-duty units averaged from 10,000 to 15,000 miles of endurance, as is shown in a detailed report made by the company's president.

This report calls important attention not only to the exceptional wearing qualities of Goodyear Solid Tires but also to valuable aid received from a nearby Goodyear Truck Tire Service Station, one of the hundreds well distributed throughout the country.

The Goodyear Tire & Rubber Company, Akron, Ohio

GOODYEAR
AKRON

MENOMINEE

The Truck That Gets There and Back on Schedule

Menominee Motor Trucks have achieved their present enviable reputation not by any temporary flash of unusual duty, but by more than ten years of consistent day-after-day performance, under even the most extraordinary conditions of load and road.

Designed and built originally for the rugged demands of the north woods lumber country.

MOTOR MENOMINEE TRUCKS

have that inbuilt ruggedness of construction and stamina for duty which make them measure up to every demand of modern industrial and commercial haulage. They get there and back.

The economic efficiency of any delivery or haulage service is measured by its ability to work to schedule. Menominee Motor Trucks are standardized in design, construction and assembly, all units being created with a distinct relation to each other and to the service they will render for you.

In the Menominee is achieved that union of simplicity, performance and economy which stamps it as the logical buy for the man who seeks the ultimate in motor truck service.

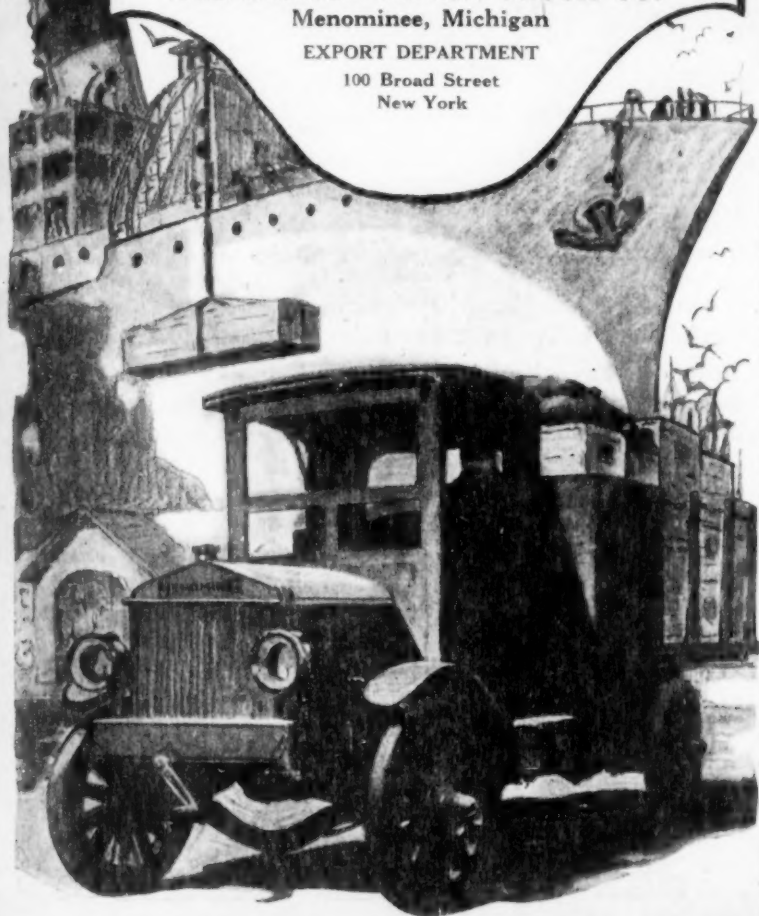
Five models—1-ton, 1½-ton, 2-ton, 3½-ton and 5-ton—a truck to meet your requirements exactly.

MENOMINEE MOTOR TRUCK CO.

Menominee, Michigan

EXPORT DEPARTMENT

100 Broad Street
New York



Express to the Farmer's Door

Continued from page 626

farm" movement. The "little red school house" of our forefathers is giving way to the sanitary and more efficient type of grammar school or high school, drawing its pupils from a larger area, and therefore representing a higher grade of instruction. Pupils are brought from this greater area through the medium of the motor truck which is maintained by the combined efforts of the three, four, or half dozen school districts which it serves, and thus even the education of the future generations is dependent upon the development of our coun-

try with his truck, and thus to transport to market or shipping point double the capacity of the vehicle were it used over hilly, muddy or sandy roads. Such trailers may occasionally take the place of the purchase of another truck, and inasmuch as they cost nothing for upkeep while idle, and as their depreciation is small when properly cared for, they represent an investment well worthy of consideration by the up-to-date farmer. One or more trailers, furthermore, enable the farmer to care for what is known in engineering parlance



A road like this may not be impassable, but the breaks in the surface so serve to reduce the safe speed that the activities of the motor truck are cut in half and its efficiency reduced.



A road like this will enable the Rural Motor Express truck to reach farmers 50 miles away from town in the time required to cover points along unrepaired road is half that distance away.

try roads. Statistics show that illiteracy is greater where good, hard-surfaced roads are few and far between.

It is in reference to the labor situation and the shortage of farm hands which became acute last year, however, that the services of the motor truck have proved most valuable. The farmer who heretofore found it necessary to spend a goodly part of the morning in the transportation of his milk, and other farm produce, to the shipping point can now devote that valuable time to the management of the remainder of his farm.

But if the inauguration of the rural motor express has marked the beginning of a new era in farm life, it is obvious that the more intensified use of privately owned trucks and other equipment on the larger farms will prove even more satisfactory. Any farmer who is sufficiently progressive to use a tractor for the plowing, cultivation and harvesting of his crops will assuredly not return to the antiquated horse-drawn system of delivering that machine-harvested produce to market. If mechanical power proves satisfactory for rough farm land, it will be even more efficient when used under the more favorable conditions of highway transportation, and the truck used as the connecting link between the farm and the city will pay for itself more quickly than when engaged in any other activity. Hard-surfaced highways passing the farmer's door will enable him to use one or more trailers in connection

as the "peak load" of his hauling requirements during the week or two of harvesting time, when the rapid transportation of the crops to a shipping or distribution point is of vital necessity. Such rural express lines as may be established will serve to supplement the work of his own truck and trailers, and we thus find an elasticity and flexibility of transportation means open to the farmer which were never possible in the days of poor roads.

The farmer has been buying 60 per cent. of our passenger cars; he has become educated to the efficiency and economy of transportation by mechanical means; and it requires but a step in his enlightenment to convince him of the added prosperity, comfort and satisfaction available from the use of the motor truck as a part of his farm equipment, equal in importance to his herd of cattle, his team of horses or even his passenger car.

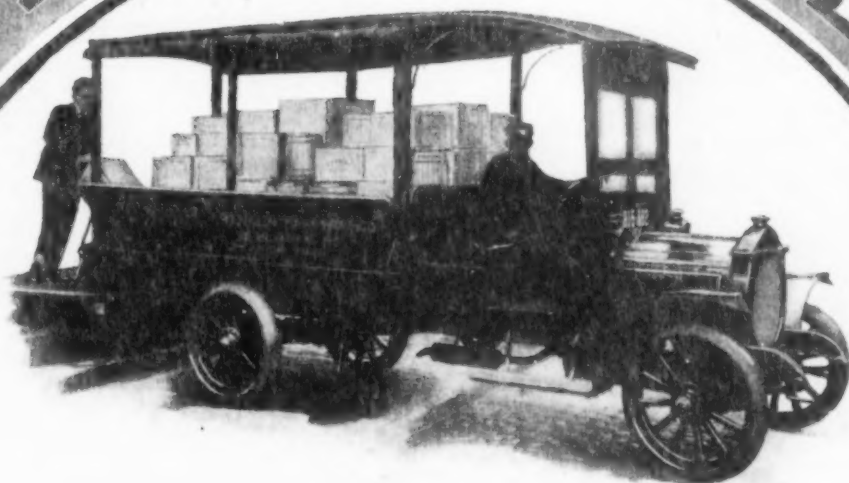
Questions of General Interest Steam and Gasoline

J. E. S.—"I understand that the internal combustion engine employs the heat units represented by the fuel in a so much more effective manner than does the steam engine, that the efficiency of the former is about double that of the latter. If this is the case, how do you account for the fact that owners of steam cars claim to obtain as high an average mileage per gallon of fuel as the internal combustion cars of about the same weight?"

While it is true that combustion of the fuel directly in the cylinders of the gaso-

Concluded on page 630

FULTON



Eight Months Without a Day Off

Over a period of eight months, with loads running as high as three tons, the Franklin Hardware Company, of New York, has operated its 1½-ton Fulton Truck, without a lay-off of a single day for repairs.

The average daily mileage has been between 40 and 50 miles; the average gasoline consumption, 14 to 15 miles to the gallon!

This Fulton has replaced two one-ton trucks of another make, covering the same ground, and saving costs of gas, oil, and of the extra driver.

Where speed, economy and absolute dependability are essentials, the demand is for Fulton Trucks. Such large fleet operators as Standard Oil Co., Pittsburgh Plate Glass Co., Valvoline Oil Co., John Wanamaker, Texas Oil Co., etc., are using Fultons for their big haulage, under all-road, all-load conditions.

The Fulton Triple-Heated-Gas Motor is an important factor in the Fulton low-cost, high-mileage performance. Behind the Truck are the veteran Fulton organization and the largest factory in the world devoted exclusively to the manufacture of a single-model 1½-ton Truck.

There are important facts for you in Fulton owner records

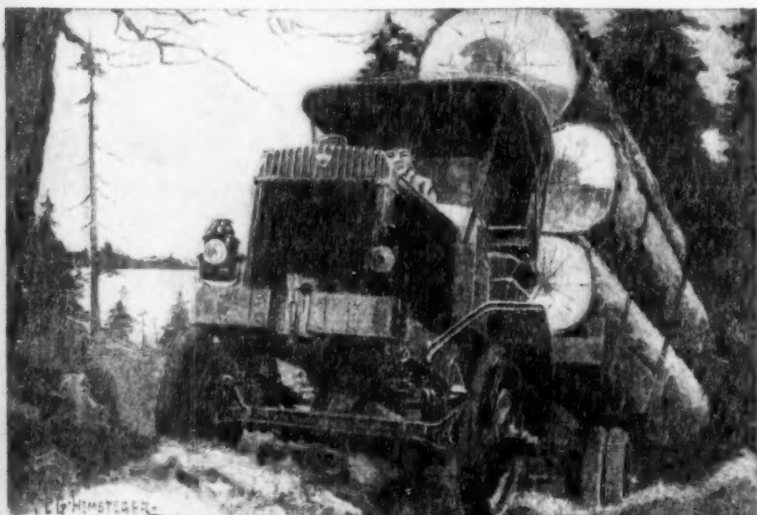
The Fulton Motor Truck Company

At-The-Port-Of-New-York

FARMINGDALE, L. I.



"The 'Repeat Order' TRUCK"



Let these Facts Determine Your Choice

THE result of the most unusual conditions—a direct product of the Pershing expedition into Mexico, which crystallized motor truck design and motor truck faults—Winther Motor Trucks within the first twelve months of their existence, took their place among the foremost high grade motor trucks produced in America.

Now another year has amply confirmed that position.

Today Winther (Rear Drive Internal Gear) and Winther-Marwin (4-Wheel Drive) Trucks are in use in every important industry from coast to coast. They are hauling logs on the mountain tops of Oregon in places which trucks of lesser stamina and high powered touring cars cannot even reach. They are working day in and day out on grades of 35 per cent. Numbers of them are in service in the naval yards of this country.

The Navy, remember, buys for permanence—and WINTER is the dominating truck in naval service.

It is the simple truth that Winther and Winther-Marwin Trucks are not only delivering an unheard-of service wherever conditions are most severe, but in every commercial use, long haul and short, city and country, over concrete roads or none at all, they have cut hauling costs, turned an expense to a profit, and established new standards of durability and freedom from trouble and low maintenance. These are plain facts easily demonstrated.

There are seven Winther chassis—1½ to 7 tons and seven Winther-Marwin (4-Wheel Drive), 1½ to 7 tons. From this range of sizes—the one complete line of high-grade trucks produced in this country—every hauling need can be satisfied.

The 1½ ton Winther-Marwin is known as the "Farm Special." This marvelous 4-Wheel Drive Truck, steering as easily as a touring car, will go anywhere a team can take an empty wagon. It loads in the open field, has standard wagon-tread and greatest road clearance—a real farm vehicle. Winther in quality, it still sells at a price the average farm user can afford to pay.

We, or any Winther dealer, will be glad to give you full information concerning the application of Winther or Winther-Marwin Trucks to your possible use.

WINTER MOTOR TRUCK CO.

Dept. L.

Kenosha, Wisconsin



Express to the Farmer's Door

Concluded from page 628

line engine produces, under the most efficient conditions, about double the power that is obtained from the same amount of fuel consumption when converted into steam and applied to a steam engine, the total day-in-and-day-out efficiency of the latter is about the same when applied to automobile purposes. The reason for this is that the highest efficiency of the internal combustion engine is obtained when it is operating at approximately full load. The internal combustion engine cannot take overload, and consequently the entire power plant must be built to develop normally the greatest power which will ever be required. The highest efficiency power, however, is used about, say, five per cent. of the time, and the engine is running inefficiently at slow speeds and during the remainder of its work. The steam engine, on the other hand, can be built to deliver its greatest efficiency at the power most frequently used. Furthermore, the overload capacity of the steam engine is practically unlimited. The excess of power which it is capable of developing is dependent only upon the strength of parts and the boiler pressure applied to it. The result is, therefore, that a moderate-powered steam engine operates at its most efficient power output during the greater part of its work, and yet is able to deliver excessive power for short periods of time when called upon to do so.

Power Requirements for Hill Climbing

N. H. S.: "If I assume that it requires 20 H. P. to propel my 4000-pound passenger car over a smooth, level road at 20 miles per hour, can you give me an approximate idea of how much power would be required to maintain the same speed up a 15 per cent grade?"

The principal factor to be considered is the extra work required of the engine in lifting the car approximately 15 feet for every 100 feet of travel. A speed of 20 miles per hour represents one-third of a mile a minute, or 1760 feet. Assuming that the lift during this time will be 15 feet for every 100 feet traveled, we will have a total lift per minute of 264 feet. The work represented by lifting 4000 pounds 264 feet in one minute, represents 1,056,000 foot-pounds per minute. Inasmuch as one H. P. represents 33,000 foot-pounds per minute, we find that approximately 32 H. P. additional is required to lift your car up the grade in question at 20 miles per hour. Therefore, a total of approximately 52 H. P. will be required to drive your 4000 pound car up a 15 per cent. grade at 20 miles per hour.

Idling Motors and Waste of Fuel

T. J. M.: "Some truck and passenger car drivers tell me that so little fuel is consumed when the engine is idling at the curb, that it is easier to let it run than it is to start it again. Also they say that if the engine cools down, fuel will be wasted in bringing the engine again up to the required temperature."

I believe that these statements are hardly true. It is stated on good authority that the engine consumes as much fuel when idling as it does when running 20 miles per hour on the level. If the radiator and hood are covered in cold weather, the heat will be well conserved, and much fuel will be saved if the engine is stopped whenever the car is not running.

Why Ships Waste Oil

P. S. C.: "In view of the danger of a fuel shortage it seems almost criminal for our government to build such a large number of oil burning ships when there is a far greater reserve of unmined coal than there is of petroleum. Of course, I realize that there is only a small amount of gasoline available from the ordinary low grade of fuel oil, but I have been told that intensified methods of distillation can now bring 12 or 15% of serviceable gasoline from the lowest grades of fuel oil."

Your conclusions are largely correct. The automobile men have been concerned over the large increase in fuel-burning ships. The exorbitant wages paid to the American seamen, however, make it necessary to conserve in other directions if we are to have a merchant marine which can compete with that of other countries. On the Pacific Coast, especially, fuel oil represents a cheaper fuel than does coal, because of the nearness of the oil wells. It is only, therefore, by using this precious fluid that the high wages demanded by American seamen can be paid, and enable us still to maintain competition with the European and Asiatic lines.

Alcohol as Fuel

P. R. T.: "I understand that alcohol can be made from almost any vegetable growth, and from much waste material. Also that it contains practically the same number of heat units as gasoline or kerosene. Does alcohol furnish the solution of the fuel problem?"

Alcohol when properly burned or exploded can be used as a satisfactory fuel. Legislative conditions in this country serve to keep its price up to exorbitant figures. However, even though alcohol should, through government co-operation, become available at a reasonable price, it could not be used in the present type of gasoline engine. In order to obtain the greatest power from alcohol, compression must be greatly increased, and this means either the entire rebuilding or redesigning of the present type of gasoline engine.

The Hawk Meets the Hun

Concluded from page 626

"saucy"; and in their "sauciness" they might have been called impertinent as they dashed by the great, meandering ruins of castles looking down on the invasion from a thousand years of tradition.

We cut through the open water between the arms of the pontoon, swung back and tied up against a mole. On both banks, long lines of cavalry stood with drawn sabers at salute. The military bands crashed a welcome as General Mangin stepped on to the planks of the bridge and stood under the flag-hung arch. Also, the sun marvelously and suddenly broke through the leaden clouds and shown resplendent on the brilliant uniforms. I think it can be said with simple truth that it was one of the most brilliant military spectacles of the war on the western front, comparable in spectacular picturesqueness with General Allenby's entry into Jerusalem.

It seemed such a unique chance for a photograph that I found myself wandering out on the empty bridge to snap the vista with the General standing under the arch. Suddenly the music struck the notes of a march, and the General and his aides

started forward. The missing joint of the pontoon line of boats had been floated into its niche, and from across the river General Marchand (of Fashoda fame, whose affair with General Kitchener a few brief years ago was nearly a *casus belli* between France and England) came with his staff in welcome. I was caught between the upper and nether millstones of a military ceremony designed to be ostentatiously spectacular! Thanks be! It was the French with their sense of humor. When the two generals met I was standing on a projection which was just a little more secure than nothing at all. The shores were hurrahing, the bands were playing. In the midst of this acclaim General Mangin looked up and saw one lost and strayed American correspondent. A smile touched the corners of his lips. And then in utter drollness, and in supreme enjoyment of the humor of my plight, his left eye comprehensively winked at me.

The group of the distinguished marched on to meet the German burghers and burgomasters and mayors and delegates who were drawn up to greet the victors of the great war.

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Our Subsidy to Bolshevism

Continued from page 613

munity idea—the peasants living in little groups and farming the surrounding territory. We, in America, are also communistic, but only in the matter of political ideas. I found that the Siberian communists think of government as the ownership of material things. Consequently, to take over government means to take over all property. As government was in the hands of the property-owning class, to take the government necessitated the destruction of the property-owner. (Naturally, during the upheaval, some property was destroyed; but if all property belongs to the Bolshevik, then the Bolsheviks are destroying only what is theirs!)

When the Siberian peasant speaks of "capitalism" he is thinking of something entirely different from what the American associates with the word. There is hardly any capital in Siberia; that is, money invested in public utilities, factories, systems of distribution or machinery. Siberian capital consists of a wilderness of rich plains, and the land-owner is the "capitalist." Therefore to destroy capitalism the Bolsheviks have only to take the land. Having gone so far, they know how to proceed, for land is indestructible and its working is simple. But what happens when the property involved is a factory? The answer is non-production, for a factory is a human institution, and its working is not simple. Unlike land, a factory, to be successful, calls for organization and cash.

In the mouths of the Bolsheviks whom I met in Siberia, the one hated word was "capital." They felt their troubles would be over when they had destroyed capital. But the fact of the matter is, the one thing they need is capital—more capital than they have ever had. Their mines, fields, forests, rivers and railroads need financing; their future government, whatever it may be, must have gold behind it. And these earnest Bolsheviks are laboring under false reasoning, lack of knowledge, and that inordinate thirst for class revenge. They will suffer through a misuse of terms. For what the people of Siberia are really fighting is not capitalism; it is exploitation.

But the Bolsheviks do not distinguish between the capital that helps and the capital that exploits. When you hand a Siberian peasant a new blanket from a "capitalistic" American factory, capital is really helping him. He thinks that he is being patted on the back by capital—being tempted to abandon his scheme by which he has conquered capital. And he takes the gift while he suspects the giver.

The question may be asked, then, shall we desert Russia, our ally? On the other hand, have we not rushed in before we were welcome? Is it not a fact that more lives would be saved if we had allowed them to come to their senses, unaided and unadvised? Because, having now their secret enemy, we also know that they are simply waiting, before they go on with their plans, until the Allies withdraw their troops. And they can afford to be more patient than we. For they are home. So what have we gained by interference? Sooner

or later they will carry their program through. They tell us so.

Bolshevism is a disease, and in Siberia it will run its course.

But suppose that, through our army, the United States becomes infected? After disaster has visited us, to what rich and powerful nation can we turn for aid? Is the United States ready to dispense with everybody who does not work with his hands? Or do we wish to preserve the type of men and women who have made possible the wonders of our civilization? Take the simple matter of sanitation (what I saw of sanitation in Siberia was most primitive), do we in the United States wish to dispense with that? Where Bolshevism operates without the brake of Allied guns, a clean face, a white collar, and soft hands send a man—or a woman—to the firing squad. Do we wish a government without soap?

Which brings us back to the question of equality; cleanliness is the badge of the hated upper class. And I repeat that we are making a mistake in regarding Bolshevism as a political ideal. We are showing it a respect that it does not deserve. It is rape, murder, and loot in the mask of a new form of government. In Siberia the bandit has become a politician. Curiously enough, he finds that he has a standing which is attracting the attention of the whole world. This is because he glorifies his crimes by marrying them to a theory. But that theory is not of government; it makes for the rule of tooth and claw. Take away the imported civilization of the Allies, and Siberia would revert to the Stone Age.

Revenge triumphant! Exiles and the descendants of exiles yearned for it for decades. For her own purposes, Germany capitalized and organized this deep-running desire to get even. With it she hoped to shatter an empire which could not be defeated with gas and shell. In Siberia, her captured soldiers are busily carrying on her propaganda.

And in Siberia she is achieving a wonderful result. In that same land where men and women were flogged, imprisoned and executed for thinking, she has succeeded in inducing the survivors to turn upon other thinkers and kill them. Today it is a greater crime to think in Siberia than ever it was in the time of the Czars. As a matter of fact, you do not have to think; to be in danger, you only have to look as if you might be able to think!

Terrible as Bolshevism is, there is something grotesque and childish about it. In fact, the Bolsheviks are so many bad children, egged on by keen brains who sit in a safe background. Is not that exploitation, in a new way? The childish imagination of these people having been appealed to, that imagination has run amok. The result is a spree of destruction. The people of Russia, like so many wicked children, having been abused, have assassinated their own elders and burned their own homes. And resent the interference of the neighbors.

And these neighbors? They are engaged in an argument—and among them are some who actually believe that these misguided, mutinous children are right!

For the Fifth Time, Put It Over

Now, of course the war is over,
 And we put it on them grand.
 For we hit the German rover
 Just the way he'd understand;
 It was force that caused surrender
 In a style they'd not forget,
 But they forced us as a spender
 To pile up a mammoth debt.

So, with patriotic hustle,
 Let us dig in with a will,
 Like the doughboys with their muscle
 Demonstrated us their skill.
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 Do not let THEIR zeal be cheated—
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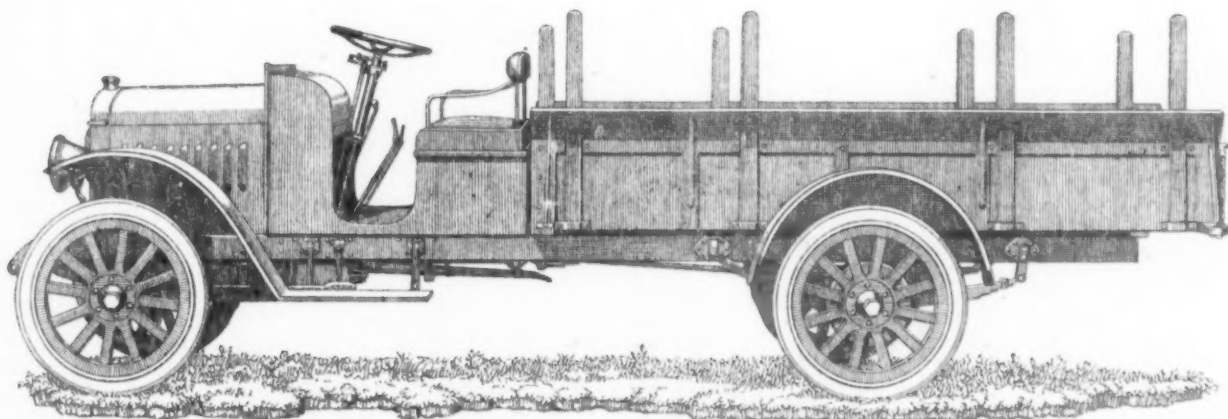
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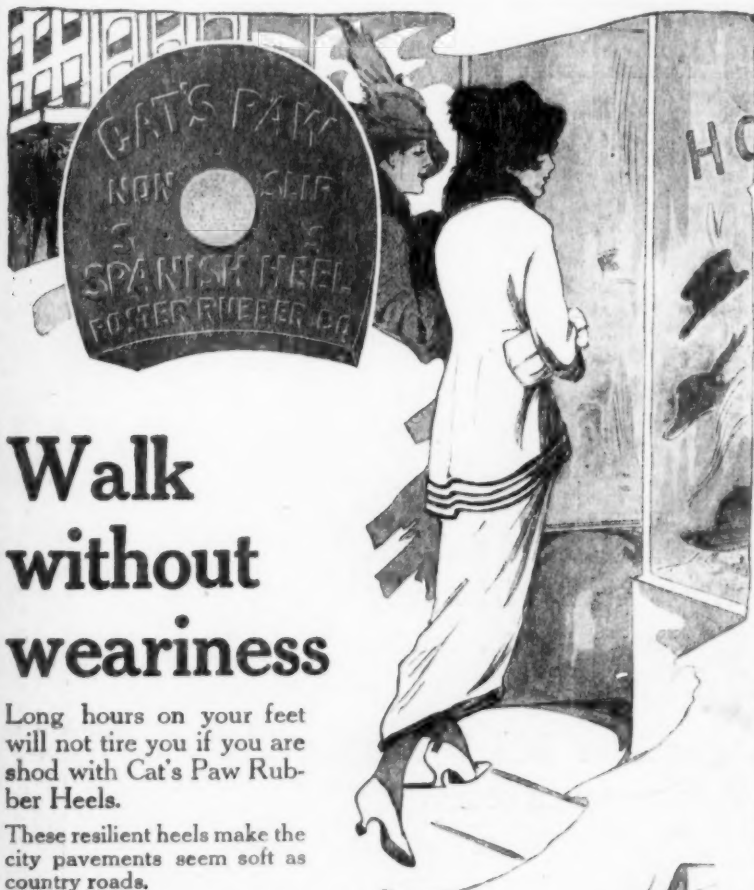
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Watching the Nation's Business

By BASSETT BLACKLEY

LESLIE'S WEEKLY Bureau, Washington, D. C.

A Jeffersonian Protester

JOSEPH W. BAILEY'S repudiation of any political candidate or party that abridges personal liberties and unnecessarily increases taxes, and his further call for the Democrats to renounce President Wilson and Socialistic doctrines, arouses interest in the face of a political campaign. The ex-Senator has carefully avoided repudiating the Democratic party by name, but the burden of his threatened defection is put squarely to the Democrats for forsaking the doctrines of Jefferson for those of Karl Marx. The President and his Cabinet do not represent Democracy, Senator Bailey says, and the true party must repudiate them or embrace revolutionary policies. With the Democrats thus arraigned and bearing the responsibility for the original League of Nations covenant modified so as to conflict in no way with the Constitution or Monroe Doctrine, it will be difficult to blot out the recollection that the proposed constitution was once brought forward by its sponsor as a perfect document, and that only the protest of the Senators who signed the Lodge round robin disclosed the real dangers therein to American sovereignty and the national charter upon which the Government is founded. Many of the staunch Republican leaders believe that the time has come to recognize, in the name of the organization, the adherence of the Republican party to the Constitution of the fathers. Bailey has always been an insurgent, and this year he finds each of the two great political parties with a revolutionary element opposing the conservatives. The situation promises to add to the interest of the coming Congress, which is only a preliminary to the contest of 1920.

The Expensive Franking Privilege

If all the mail going through the Washington post office during the last fiscal year had borne postage, the revenue would have been greater than paid in by all the post offices in 41 States. The fact bears consideration in connection with the claim of the Post Office Department that the increased rate upon second-class matter, through a zone system, is essential to the revenues of the Government. Is the franking privilege accorded to the Government and members of Congress being abused when three-fourths of Washington's mail is sent free? Only New York, Pennsylvania, Ohio, Illinois, California, Massachusetts, and Missouri would have produced a greater postal revenue than the Capital of the Nation, had all the mail sent out been prepaid at the rate charged the public. Commercial mail from Washington brought into the Government coffers \$3,085,193.12, but the estimates for the franked mail which went through free total \$9,155,099.36. But the Post Office Department should not be used to make money. It should be used as an educational factor and a non-sectional instrumentality. So the franking privilege has full justification.

Warrior Politicians

Some of the salvaged material of the war will undoubtedly be used for political purposes. Interest attaches to the visit of Frank Hitchcock, formerly Postmaster-General, to the western front. Mr. Hitchcock announced that he was merely on a sightseeing tour, but he met General Pershing. The former Postmaster-General is an astute politician, and managed the first and successful Taft campaign. Senators and Representatives who have gone

will gauge the sentiments of the soldiers and estimate the worth of the political material to be found among the military leaders. Young Congressmen who enlisted have come back to places of established security in the hearts of their constituents. Heintz of Ohio laughed at War Department restrictions upon his return, and flaunted his "Sam Browne" belt in the face of Secretary Baker and General March. La Guardia of New York met his opponent in the race for reelection with the embarrassing query, "To what regiment does Scott Nearing belong?" It did the work. Former Senator Luke Lea of Tennessee led a dashing, even though unsuccessful, raid to kidnap "Count" Hohenzollern, which at least brought Lea again prominently before the public gaze. Royal Johnson of South Dakota is another whose war record has demanded consideration in the reorganization of the House. The high lights have gone from war, perhaps, but there is enough of the glamour left to keep some of the home politicians in both parties uneasy as to their own political future.

Dropping the Sherman Law

The days of "trust busting" are virtually at an end. When the Government called upon the industries of the country to cooperate in setting prices for the period of the war, it established a precedent which is being perpetuated by the Industrial Board of the Commerce Department during the no less dangerous readjustment time. It will be difficult to renew a fight on the trusts when the emergency has passed. The Steel Corporation case has been hanging for years, to the detriment of business in general, and an announcement of its abandonment would give an immediate impetus to business. The Attorney-General entered no opposition to the Industrial Board, which is reasonable evidence that the Government has taken a new position toward the corporations. During the war there was monopoly, with the Government doing its share and reaping the benefits. At the same time public sentiment was aroused to an understanding of the part the great industries play in the welfare of the nation. The lesson seems to be that the Sherman law is obsolete, and a new cooperation, with intelligent supervision, should replace the old system of antagonism and distrust.

Business Methods in Congress

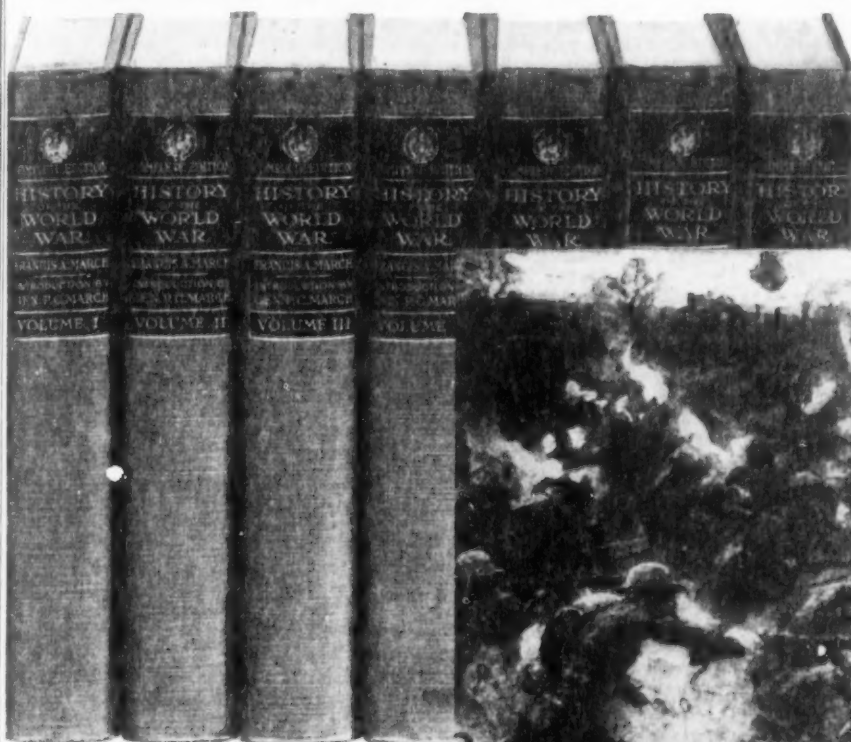
Shifts in methods as well as leadership will follow the new control of Congress. Chairmanships of the important committees will show a remarkable change in the interests represented. In the Senate the Finance Committee was formerly presided over by Simmons of North Carolina, while the same State contributed Kitchin as head of the Ways and Means Committee of the House. The new chairmen will be Penrose of Pennsylvania and Fordney of Michigan, men from the great industrial States. Butler, from the shipbuilding State of Pennsylvania, replaces Padgett of Tennessee as chairman of the Naval Affairs Committee of the House, while Esch of Wisconsin supplants another Tennessean, Sims, as chairman of Interstate and Foreign Commerce. Reforms in fiscal methods are now promised. Chairman Good of the Appropriations Committee will introduce a resolution providing for the creation of a separate bureau of estimates, and a budget system will be provided, modeled after that of Great Britain, with modifications to suit the needs of this Government. Speaker Gillett, fresh from the Appropriations Committee, stands for a modified budget system, as did Sherley of Kentucky, the retiring chairman, who realized the waste of the nation's money during the war.

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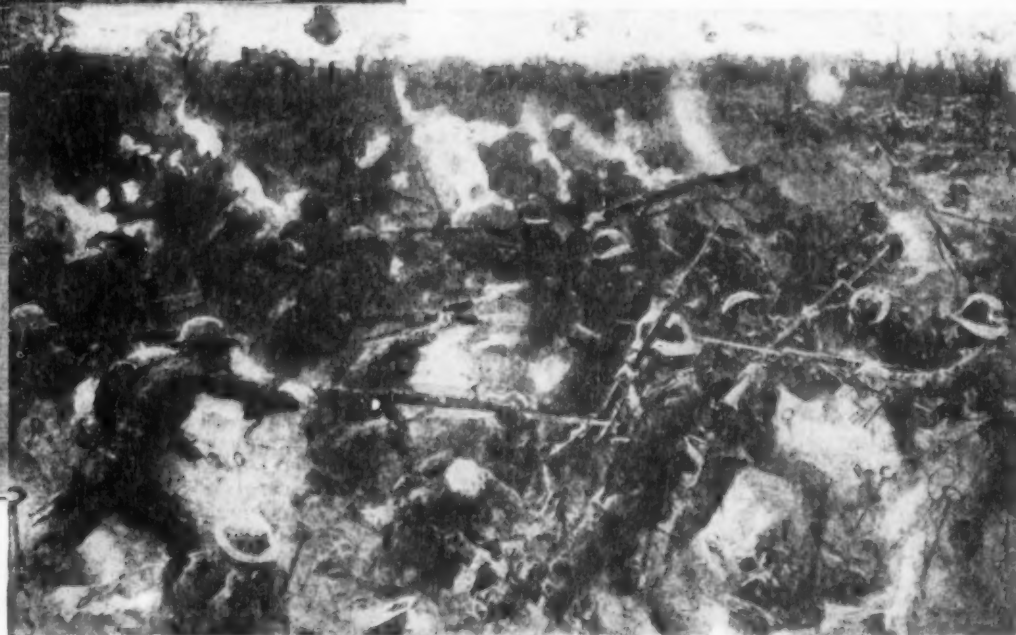
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The Skeleton at the Peace Table

Continued from page 622

winter, when it is dark most of the time. This condition has produced such a state of hopelessness and despair that the people will follow any violent agitation.

When historians consider the spread of Bolshevism in Europe they will doubtless find that it was partly due to the failure to open up the world to trade and to ration Germany as provided for in the armistice agreements, to satisfy the demands of the small nationalities for food and raw materials for manufacture. They will have to consider whether there was any deliberate intention to throw Central Europe into disintegration by a process of starvation. They will find that America sought anxiously to live up to the agreement for rationing Germany down to August, 1919; that the Prime Minister of England vigorously supported that position. They may concern themselves with the violent remarks of the Prime Minister of England in the presence of M. Clémenceau and M. Klotz, of the French Government, when he said, by way of prophecy, that if the menacing disruption came it would be due to uncalled-for protests and delays in carrying out the stipulations for rationing.

One of the chief dangers from the rise of Bolshevism in Germany is the sympathetic reaction created among the masses elsewhere in Europe. As the German and Austro-Hungarian masses have shown that they were not content with the de-throning of their kings but are revolutionary to an extreme degree, a marked change of attitude has come over the popular leaders of England and France. Socialists who a while ago were opposing Bolshevism, dreading its futility and waste, the out-and-out Tsarism of the proletariat, have stiffened in their demands and the methods they are willing to apply at home. And meanwhile a variety of factors has tended to create sympathy for Bolshevism in Germany among the masses of Europe: the demonstration by the course of internal events that the German revolution was a genuine people's movement, delay in opening up the world to trade, delay in concluding peace, distrust of the League of Nations as it has come to be worked out.

A great change has come over the attitude of both the popular leaders and the masses in the last two months. In England the trade-unionists are saying that they will work for the State, the community, but not for individuals. During the last six weeks the great crying necessity of Europe has been for coal. There was danger of the shutting down of municipal water plants with resulting pestilence and contagion; there was danger of cessation of food transportation. And in the midst of this came the threat of a strike and tie-up of 2,000,000 men in England. We cannot expect the demands for socialization in England to abate: they will grow more drastic, in the belief that the Government is committed to a traditional policy of compromise.

In France the Socialist leaders say: "We will have an election in six, perhaps three months. It doesn't matter how we come out as to representation in Parliament. France is fooling herself in thinking Germany can pay for the war. The people of France won't pay. There will be a revolution. We will socialize railroads, mines, metal industries, shipping—but probably the banks first. After that—you can't tell how a revolution will go except that it will go on."

I am calling attention to these things with this fact in mind—that in the countries of Europe where revolution has taken place the men who have become the leaders of the majority occupied positions in their countries corresponding to that of the French Socialists today, and those men have retained their leadership only until the masses became convinced that

they were too conservative and mild. In their press the Socialists are openly predicting the fall of the ministry, and as they become stronger in opposition they are deriving more support from the public. Marcel Cachin, editor of *L'Humanité*, a Deputy, whose pastime is philosophical and economic studies, recently created a sensation in the Chamber and was tremendously applauded not only by the Socialists but also by liberal members of all the groups when he addressed himself to the Government with regard to Russian intervention as follows:

"In spite of the five francs a day you promised your soldiers, you haven't been able to find any volunteers, and I say this does honor to our country. From the attitude of this tribunal we call upon the soldiers of France not to enlist in the army of M. Pichon. When the French soldiers who had been made prisoners by the Bolsheviks were subsequently released by them they refused to march against the Bolsheviks. Will the Chamber of Deputies reproach them for it? And we Socialists say plainly they did well."

The French Socialists are also saying openly: "We asked justice for France, for Alsace-Lorraine. Now we demand justice for Germany." After the Berne Conference the British Socialists returned to Paris and gave this warning: "The anti-Bolshevik Socialists of Germany have convinced us that unless food and raw materials for the resumption of industry are provided Germany, nothing can avert the triumph of Bolshevism." No action was taken on this warning and many of the British Socialists as a result have acquired the bias of sympathy for revolutionary Germany.

Besides this sympathy we have to bear in mind that the masses of Europe are being taught and are coming to believe that the League is not a real League of Peoples; that it creates safeguards not for democracy but for a stronger despotism because its power is vested in what may become an autocracy of five men. Popular leaders are denouncing the provisions for disarmament and control over munitions as feeble and evasive. They declaim against the good will of the Conference because of the failure to provide for the absolute abolition of conscription.

Socialist leaders and agitators, though they still support President Wilson in their press as the man who wanted to deal squarely by the peace problem, express before the mass meetings of their following and elsewhere their distrust in the measure of his success. In France this increasing vigor of agitation has a definite popular appeal as shown by the fact that the Socialist dailies of the most uncompromising policy are rapidly increasing in circulation. *L'Humanité*, the official Socialists' organ, asked recently for contributions of 200,000 francs to enlarge its size. Though the French are not ready givers, the subscriptions came pouring in so rapidly that the figure was raised to 500,000. The rate at which the contributions continued to come in showed that it would be easily attained.

In general we must remember that the masses of Europe have been settling down to the conviction that the real object of the war was won when the thrones of Europe fell. The popular leaders who exhort against the clipping of Germany's wings by giving her coal mines to Poland, by taking away the Saar, by creating a Rhenish republic, minimize the fact that the Allies have not wanted to give Germany, with her factories intact, a chance for the revival of industry when the industries of France were in a crippled condition as a result of systematic German destruction. They are nevertheless rather tellingly ironic in their speech and in their publications with regard to the vicious circle we all have traveled in wanting Germany to pay a big

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Doughnuts
Sift 2 cups flour
1 level tablespoon sugar
1 1/2 teaspoons baking powder
1/2 teaspoon salt
Beat 1 egg light
Pour this mixture gradually into the flour, mix thoroughly. With a teaspoon make a little ball of dough and fry in hot Maizola. If the ball sticks to the teaspoon use a knife to slip it off. Keep in close covered jar.

Karo Fudge
2 squares (or ounces) chocolate
1/2 cup cold milk
2 cups granulated sugar
Grate the chocolate, and add all the ingredients except the vanilla. Cook slowly, stirring once in a while. Cook till it makes a soft ball in cold water (requires about five minutes after actually boiling.) Remove from fire, add the vanilla and beat until it begins to granulate. Pour at once into a buttered pan. Mark deeply in cakes when nearly cold.

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indemnity but in not wanting to give her a chance to work and make a living.

Germany will come out of the peace with her wings clipped; no one need have any fear as to that. What needs to be looked to is the danger resulting from the clipping, the growing restlessness and sympathy for Germany among the masses in the Entente countries. There is no hatred for Germany among the European masses today.

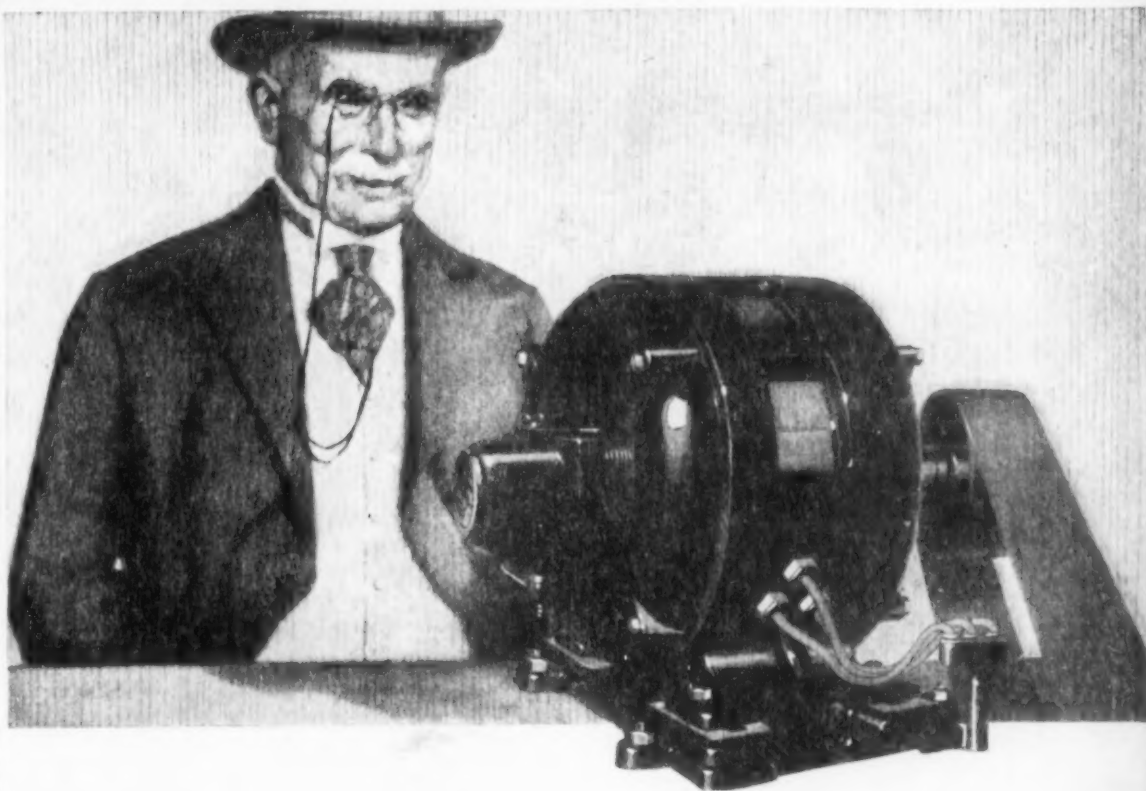
Only a few months, weeks, ago, the battle-cry of the masses was "socialization." We might have regarded this movement as Bolshevism turned law-abiding, orderly, patient; for while the Bolsheviks want to socialize the world at one bound, rapidly and violently, without consulting any of the classes except the proletariat, the advocates of socialization among trade-unionists and many socialists were saying that it was neither right nor practicable to accomplish this by Bolshevik methods. Today the tendency has so changed that Socialist leaders of France and England with whom I talked six weeks or two months ago and heard them defend themselves against the stigma of Bolshevism, are now defending the Bolshevism of Russia, praising its appearance in Germany and predicting the rise of soviets in their own countries. For that matter the Prime Minister of England, consulting with investigators from Germany, has said with regard to the situation in western Europe, "It looks as though the soviets were coming everywhere."

If America believes that what the world needs now is not a series of revolutions; that violent Bolshevism means decades of misery, the ruin of production, the suspension of creative intellectual activity, then America will have to sacrifice to prevent it. Food, raw materials for manufacture, cooperation in trade, are what the countries of Europe need today. Perhaps after all America can only ameliorate the revolutionary epoch. The fact that wheat may go up \$1 a bushel at home can't be taken into account as a determining factor in deciding our attitude. Today America alone—unless the Argentine should also be named—is the one place where Europe can look for succor.

Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

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|----------------|---------------------------|---|
| Ashton Hall | East is West | Fay Bainter as Chino |
| Astor | Dark Rosalind | New comedy |
| Belasco | A Burgomaster of Belgium | Maeterlinck drama |
| Belmont | The Unknown Puritan | Genuine thriller |
| Bosch | 39 East | Comedy by Rachel Crothers |
| Broadhurst | Concerts and lectures | Music by leading organizations and soloists |
| Carnegie Hall | Somebody's Sweetheart | Tuneful operetta |
| Central | A Prince There Was | George M. Cohan |
| Cohan | The Royal Vagabond | Rolling satire on comic opera |
| Cohan & Harris | Toby's Bow | Southern comedy |
| Comedy | The Better 'Ole | Bairnsfather humor |
| Fort | Three Wise Fools | Sentimental comedy |
| Empire | Dear Brutus | Barrie charm |
| 48th Street | Come-On Charley | New comedy |
| 49th Street | Take It from Me | Bright musical play |
| Gaiety | Lightnin' | Delightful character play |
| Garrick | The Bonds of Interest | New Spanish comedy |
| Globe | The Honor of the Family | Otis Skinner |
| Harris | The Good Bad Woman | New drama |
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| Liberty | Melrose | Romantic drama |
| Lido | Papa! | New farce-comedy |
| Longacre | Three Faces East | Ingenuous spy play |
| Lyceum | Daddies | Bachelors and kiddies |
| Lyric | Hello, Alexander! | McIntyre and Heath |
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| Nora Bayes | Come Along | New musical comedy |
| Palace | Spanish repertory | Picturesque musical shows |
| Playhouse | Forever After | Alice Brady in romantic play |
| Plymouth | The Jest | New play with John and Lionel Barrymore |
| Princess | Oh, My Dear! | Smart musical comedy |
| Punch and Judy | Penny Wise | Lancashire comedy |
| Regal | The Fortune Teller | Marjorie Rambeau |
| Selwyn | Tumble In | New musical show |
| Shubert | Good Morning, Judge! | Briek musical comedy |
| Vanerlilt | The Little Journey | Character comedy |
| Casino | RATHER MORE SOPHISTICATED | Ed Wynn and girls |
| Flamingo | Some Time | Lingerie farce |
| Polito | Up in Mabel's Room | Lingerie farce |
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| Van Stree | Listen, Lester! | Amusing revue |
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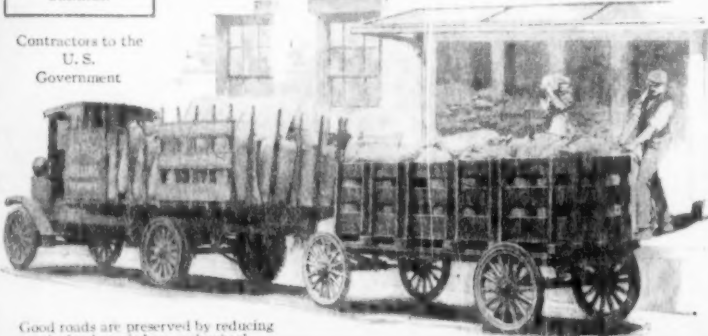
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The Melting-Pot

Owing to the war only 284,599 new communicants were gained by the churches in this country in 1918, the smallest annual gain in the present century.

Discrepancies aggregating over \$20,000,000 were disclosed in the financial transactions of 47 out of 102 municipalities in New York examined last year by the State Comptroller.

Dr. Robert E. Coughlin of Brooklyn, N. Y., over 50 years old and fond of dancing, recommends dancing as a suitable exercise for persons in the later life period "to oxygenate their tissues."

The 75,000 grandstand tickets for the parade of the Twenty-sixth (Yankee) Division at Boston were given to soldiers for distribution, and not to politicians as has been the custom.

Nearly 500 Japanese who served in the United States army in Hawaii during the war, and thus became eligible for naturalization, are obtaining citizenship papers and leaving for California.

Fifty thousand workers in Boston adopted a protest against the ratification of the prohibition amendment without a referendum, and urged the repeal of the President's wartime prohibition order.

Ten thousand workmen at Petrograd adopted a declaration that the Bolshevik Government had betrayed the ideals of the October revolution and had deceived the workmen and peasants of Russia.

In the next Congress Congressman Gallivan of Massachusetts will introduce a bill to repeal the wartime prohibition act and an amendment to the Constitution eliminating the prohibition amendment.

The chief surgeon of the American Expeditionary Forces charges many medical officers, who served overseas, with gross carelessness and negligence in not preventing the spread of typhoid fever in the army.

Professor William Starr Myers of Princeton University states that Socialism arrests development, kills initiative and ambition, has a desouling influence and is un-Christian, as well as contrary to the precepts of the Jewish religion.

Twenty thousand union carpenters in New York adopted a resolution in favor of withdrawing from the national organization, the United Brotherhood of Carpenters and Joiners of America, because of the latter's autocratic methods.

Representatives of twenty societies in New York, whose members are American citizens of French birth or descent, recently organized the Franco-American League for the Protection of American Liberty, its object being to fight prohibition.

John D. Rockefeller has contributed \$250,000 to the Morehouse Memorial Fund for the benefit of aged and disabled Baptist ministers and missionaries and their wives and dependents. He will increase his gift to \$750,000, if others make up the \$500,000 wanted.

The ex-Kaiser of Germany says: "My generals—I gave them the *pour le merite* and orders. I covered them—the men at the front and the men behind the line—with decorations, but they lied, deceived and cheated me, and then deserted and abandoned me. They are ingrates."

Leaders of the lumber industry say that supplies of pine in the South will be exhausted in 10 years and that within about 7 years over 3,000 mills will go out of existence. The problem of supplies for paper mills and other industries in the East using specialized materials has already become acute.

Congressman Fuller of Massachusetts stated that a certain Congressman, seeking the nomination for Governor in his State, sought to curry favor with the voters by franking them 640,000 parcels of books. The postage at ordinary rates would have totaled \$300,000, but the Government carried them free.

Let the people think!

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PYORRHEA, with premature loss of teeth, is almost inevitable if you do not properly care for your gums. Here is the explanation:

As you age the body tissues naturally relax. You see this tissue-losing in the neck, looseness in your gums, too. As you grow older your gums shrink below the normal gum line. Through lack of care they become spongy and inflamed. Then you have Pyorrhea (Rag Disease). Four out of five people over forty have Pyorrhea. And many under forty, also.

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English Channel Tunnel

Continued from page 624



Beginning the tunnel across the English Channel, which will connect England and France by rail. The extremity of the railroad at the Dover end.

vitally necessary men and supplies. Before the fateful first of August, 1914, the movement of freight annually to and from England and the Continent was valued at approximately \$750,000,000. Because of the known hazards of those stormy fog-enveloped waters insurance rates were heavy; and every year a tremendous amount of time was lost because of angry seas and obscuring mists. Every year there moved to and fro across the North Sea or the Channel to Holland, Belgium and France, by way of the eight "ferry lines," quite 1,300,000 passengers. Tourist and even business traffic of this sort would have been much larger but for the frequent discomforts and the hazards imposed by those narrow waters.

No wonder the British Government is intent upon making the building of a Channel Tunnel part of her reconstruction program, and thus giving many of her discharged soldiers lastingly helpful work to do. This connecting link has been opposed strenuously from time to time by

Britain's conservative Board of Trade, which has made much of a fear of inviting invasion while mainly intent upon safeguarding the interests of a many-sided shipping brought into being to meet the circumstances imposed by the water barrier of the Channel and the North Sea. It was this same Board of Trade that called a halt upon actual engineering operations back in the early "eighties" when exploratory borings for a tunnel reached out for some thousands of yards from both coasts toward a common point far beneath the Strait of Dover.

In the later "seventies," French and English interests, cooperating, managed to obtain an act of Parliament permitting experimental work at St. Margaret's Bay, just east of Dover. No practical work was done, however; and it was not until 1881, when the Southeastern Railway Company of England obtained a further concession from Parliament, that promising operations were started. Between 1881 and 1882, vertical shafts were sunk at Shakespeare's Cliff on the English side and at Sangatte on the French shore of the Strait of Dover. From these, at a depth of 160 feet, were cut, by a special boring machine, galleries or headings driven downward at an easy gradient. In July of 1882, when the timorous British Board of Trade succeeded in having work stopped, the French gallery had attained a total length of 2,000 yards, and its English counterpart was 2,300 yards long. At the rate of progress then being made the engineers promised to complete that cut in four years. The work done was confined to the drainage tunnel, which was to precede the excavation of the two main traffic passages designed to run some feet above.

In 1907, a fresh campaign in behalf of a Channel Tunnel was started, and the 24-mile route under the Strait of Dover then submitted to the Government authorities is the one now urged. The system planned will consist of two single-line railway tubes, lined with cast-steel segments, having an internal clearance of 18 feet and gauged to accommodate the rolling stock of the connecting British and French trunk roads. Beneath this is to run a drainage heading 11 feet in diameter. This will be big enough to allow for two lines of construction cars to be run in and out in moving forward building

Concluded on page 640



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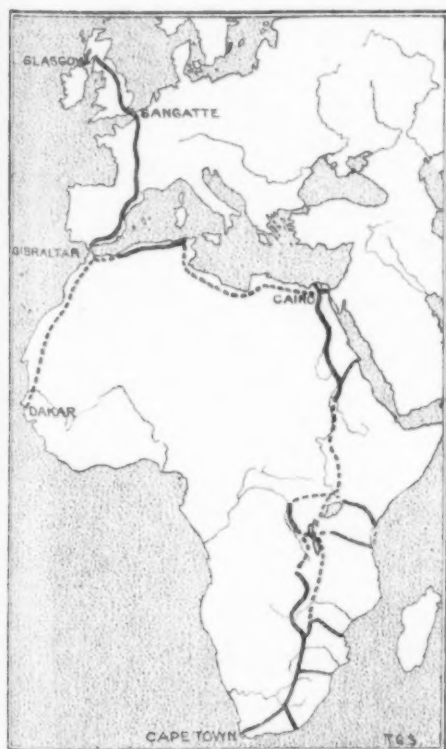
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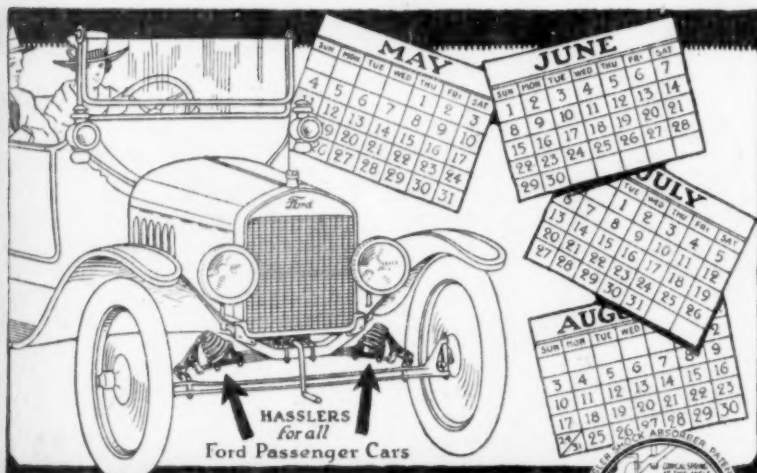


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English Channel Tunnel

Concluded from page 639

materials and in passing to the rear the excavated chalk through which the cutting shields will burrow at a maximum depth of about 400 feet below sea level.

The two main tunnels will be linked together at intervals of a few hundred feet by tubular passages which can be either sealed by steel doors or opened to facilitate intercommunication for ventilation or the transfer of passengers in case of accident. These tubes will be set diagonally so as to make it possible to run construction trains from one tunnel to another. The British and French engineers have carefully studied the question of ventilation. To this end, 45,000 cubic feet of air per minute will be forced into each railway tube. This current will follow the advancing train, and in case of a wreck inviting fire or smoke, the fumes will be blown onward and away from the passengers escaping rearward from the train.

In mid-channel the tunnels would have about 150 feet of impervious chalk above them. The engineering difficulties are few, for the chalk can be easily bored by a rotary steel cutter.

The purpose is to employ electrical propulsion, and the lighting, ventilating, and pumping will also be effected by electricity. According to the estimates, it will be possible to run a passenger train, carrying 500 people, each way every ten minutes; but the probable schedule will be less frequent. The carriage of freight will take place, for the most part, during the night-time. Just before the war, the cost of building such a triple-tube tunnel system under the Strait of Dover was set at \$80,000,000. It is safe to say the total outlay today would call for an expenditure of nearer \$125,000,000. Even so, there are ample reasons to warrant the belief that the stimulated passenger, express, and freight movement by the subterranean route would insure a sufficient revenue to pay in the neighborhood of seven per cent. on the investment. The entire project, in view of engineering developments, could be finished within a span of five years. The construction would involve the establishment of two temporary towns, one at each end, for the accommodation of about 12,000 workers.

Another reconstruction undertaking which is now being urged is the driving of a railway tunnel under the Strait of Gibraltar, thus joining Europe and Africa. There has recently been completed a Franco-Spanish tunnel which pierces the Pyrenees between Aix, France, and Puigcerda, in northeastern Spain. The distance between these two points is only twenty miles, but the route thus opened up makes it possible to shorten by two hundred miles the run from Paris to Madrid. With the building of the tunnel under the Strait of Dover and the subterranean line beneath the Strait of Gibraltar, it would be practicable to travel without change of cars from Glasgow to Morocco. Thence, if suggested lines are constructed, the passenger could journey on overland to Cairo and south to Cape-town, or from Morocco to Dakar on the west coast of Africa, and thus reach South America by steamer in ten days less time than is now practicable by the best of ships direct from the British Isles.

But quite apart from the potentialities of the Gibraltar Strait tunnel, the cross-channel rail tubes would link England with the far-flung railway systems of Europe and Asia, and bring quickly to the domestic focal point the raw material treasures of a vast region. The outlay involved would be trifling in comparison with the gain in commercial strategy. More than ever John Bull realizes the value of every shilling that can be added to the national coffers, and this great engineering undertaking will be one sure means to that end.

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Over 80% of the above concerns are repeat advertisers. Many of them have used space in Leslie's to good advantage for several years past. Orders for insertions up to August 30, 1919, are accepted at the \$2.25 a line rate. Thereafter the rate will be \$2.75 per line. 15% discount is allowed when six or more consecutive issues are used. Circulation now exceeding 500,000 copies an issue.

America's Basic Problems

Concluded from page 624

Transportation First

shareholders and many millions of bondholders, not to mention insurance policyholders, and savings banks in which millions of our citizens are directly interested.

The shippers have an organization that has been heard time and again in furtherance of their special interests, viz., against increased rates and in favor of competition. The employees are largely organized and their claims for higher wages have received frequent recognition. But the owners had to take what was left after the other claims had been considered, and the Federal and State authorities had made onerous rules and regulations. It is time that the owners of railroad securities, many of moderate means, stand up and insist on their rights.

The railroad properties have been under Government control and management for a considerable period, but only a limited number of contracts between the owners and the Railroad Administration have so far been signed.

The "just and adequate compensation for the use and control and operation of their property" promised in the President's proclamation of December, 1917, and the "just compensation" specifically provided for in the law of March, 1918, has, it is claimed, been impossible to obtain in many cases.

It is not only fair to the investors, but also necessary to the country, that railroad credit should be restored, otherwise no new capital can be obtained for the development of our railroad system, and it can not keep step with the growth of the country's needs.

The restoration of confidence of investors in railroad securities will have a far-reaching effect in providing permanent employment for thousands of people in manufacturing plants, directly or indirectly connected with the transportation system.

In order to bring all this about, it is also necessary that the owners of railroad securities make themselves heard with no uncertain voice. The various boards of directors and executives are doing all they can, as trustees for the shareholders and bondholders, but they ought to ask for and receive the active, hearty support of their constituents.

In the last analysis, any legislation which may be passed will depend on what individual Congressmen and Senators think the voters want, and are entitled to get. Therefore, it becomes the duty of the security holders, many of whom have seen their investments shrink and their income reduced—and this in the face of the higher cost of living—to exercise all the influence they may have for the protection of their interests, which can not be separated from, but are part of, the prosperity of the country as a whole. The owners have a right to ask Congress to pass real comprehensive legislation to settle the railroad problem permanently in a way just and fair to all.

In order to enjoy real and lasting prosperity, bringing contentment and happiness to the greatest number of persons, we must have "peace abroad" and "peace at home."

If the European statesman, at present in charge of their nations' destinies, have the vision and wisdom, the era of peace abroad may be of long duration.

Every American has more reason than ever before to look with confidence to the future, in the belief that American common sense and American love of fair play will prevail toward both "capital" and "labor," so, while we have "peace abroad," we shall also have "peace at home."

Maintain Government

Concluded from page 624

What the public interest demands, what the real welfare of every citizen requires, is that mankind should be protected in the

proper pursuit of their labors, and in the possession and enjoyment of the result of such labors. There is a sad spectacle in the helpless condition of poor, old China with her four hundred millions of people, vast natural wealth and resources, all neutralized and rendered ineffective by the continual warfare going on by the different states that compose the Empire, each having different forms of currency, each having different laws, the Government, such as they have, emanating from military leaders, the activity of each neutralizing whatever efforts for good may be made on the part of others.

The great Empire of Russia, rich beyond any other nation in its latent resources and commercial possibilities, presents an appalling spectacle of rapine, murder, and general warfare against intelligence and thrift. Bolshevism and international socialism find here a clarified exhibition of the inevitable results which may be expected where those influences obtain and control those in authority. It is unbelievable that these extreme social doctrines can make headway in the United States, with such pregnant evidence of their results spread before the eyes of our people, constantly, in the public prints. Radical and rapid socialism is in my judgment the greatest single problem that we, as good loyal Americans, must combat today.

Mutual Confidence

By AUGUST HECKSCHER

SAY what we may about the importance of a League of Nations and the urgency of a treaty of peace as world events, the outstanding problem of today concerns the relations between capital and labor. If these can be established on a basis of mutual trust and good faith, nothing else need give us serious cause for concern.

In our country labor distrusts corporations more than it does the individual. Does not the solution of the problem lie in publicity—not the publicity of involved and unintelligible corporate reports—rather the publicity of frank and intelligible statement and discussion? If we can prove to labor that corporations are fair, and indeed liberal, individual misunderstandings will also disappear, and except during the brief periods when the minds of men are inflamed to the verge of insanity, frankness, firmness and fair dealing on the part of capital will beget a like disposition for fair dealing on the part of labor.

The laboring man himself aims to become a capitalist. Where he is competent and thrifty he can participate in the gains of capital through share-ownership. A share, even a single share of stock, gives or should give its owner full right to knowledge of all corporate affairs. Labor is entitled to representation on its board of directors. Entire and accurate information begets mutual respect and dispels distrust.

Cases where secrecy is necessary are rare indeed. Let those who desire secrecy avoid the corporate form of transacting business. Capital, when successful and prosperous, must yield to labor a more generous share of its gains than has been the case in the past. Where capital, on the other hand, is inadequately rewarded or is unsuccessful, it will be entitled to labor's at least partial sacrifice. A minimum wage should mean a minimum of risk. Should not directors of corporations be compelled to have the stock which they own stand in their individual names? Should not their sales and purchases be an open book? Is it right that anyone, taking advantage of inside knowledge, should be enabled to trade to the loss or to the disadvantage of his associates, not equally well informed, or indeed to the loss and disadvantage of the public at large?



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In 1000 pounds of squash, melons, beets, tomatoes, cucumbers, etc., there are about 75,000 calories—the energy measure of food value.

There are about the same—75,000 calories—in twelve 30-cent packages of Quaker Oats.

Figuring 3000 calories as a person's daily food need, either load would feed one person 25 days.

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Some necessary foods at this writing compare in cost as follows:

| Cost Per 1000 Calories | |
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| Quaker Oats | 5c |
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| Veal Cutlets | 57c |
| Average Fish | 60c |
| Salt Codfish | 78c |
| Dried Beef | 70c |

Note that meat and fish foods, on this basis, cost ten times Quaker Oats. That is, one meat breakfast costs as much as ten of Quaker Oats.

Yet the oat you know, is vastly better food. It is almost the ideal food.

Quaker Oats

The Oat Dainty

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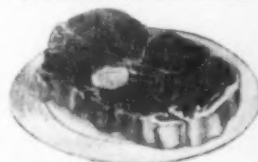
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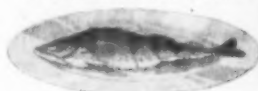
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If you have been paying \$10.00 to \$12.00 for fine shoes, a trial will convince you that for style, comfort and service W.L. Douglas \$7.00 and \$8.00 shoes are equally as good and will give excellent satisfaction. The actual value is determined and the retail price fixed at the factory before W.L. Douglas name and the retail price is stamped on the bottom. The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them. The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York.



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OF 20 PER CENT. These changes are based on post bellum conditions and conform to our long established policy of giving the Guest the Benefit.

Mr. WALTER GUZZARDI, an experienced restaurateur, is in charge of the cuisine. In addition to the reduction in food prices, all assembly rooms, including the Grand Ballroom, may be secured on any date available (Saturdays excepted) at a reduced price. This offer holds good until September 1, 1919. We cannot make corresponding reductions in room accommodations, as these prices have not been proportionately advanced during the war period, and our rooms are continuously in demand.

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"League," Entente or Declaration

Concluded from page 618

the immediate task. The *de facto* entente in which the war has placed us gives good opportunity for their discussion and lays the foundations, we may hope, for their solution. But these future general problems are not the urgent business of the Peace Conference, and to treat them as such violates every rule of efficiency and of common sense. The proof of this is that after four months neither the problems of ending the war nor the policies by which national welfare and world peace are to be sought have been satisfactorily met.

When we come to act for the long future, we should remember that our first duty is to ourselves. American institutions have produced a fine nation and a promising civilization. Therefore we should jealously guard those institutions and strive through them to become ever a nobler, wiser and happier people; to vindicate democracy before the world; to be a great power always ready and free to range itself on the side of right and justice. So we shall best serve the world. If we betray ourselves and our birthright, even in the name of idealism, we also shall betray the world. Those purposes impose the true limits upon our entanglement. The covenant of the League of Nations passes those limits. Therefore, away with it in its present form, for our own good, and for the world's good!

So many of those who speak about a "league of nations" fail to go below the glittering surface of the phrase or to display appreciation of the nature and effect of diplomatic engagements, that a few rudimentary remarks may be pardonable. An entente is an understanding, for example, that such and such nations, having certain common interests and common dangers, their governments will, when such dangers threaten to arise, consult together to see what they may jointly do to meet the situation. Whatever, in the emergency, may prove necessary—whether it be economic action or a declaration of war—can only be undertaken by each nation through its customary constitutional procedure, as, in our own case, through affirmative action by the Congress at Washington.

A treaty or convention might bind our Executive to ask Congress, if certain contingencies arose, to declare war; but it could not bind Congress to do so. Only by amendment of the Constitution could the United States by treaty absolutely engage itself to declare war if certain events came to pass in the future. To change this would be to remove one of the most precious safeguards of popular government. We are similarly restricted in regard to contingent promises of future economic action. Yet the covenant pledges us without qualification to "preserve" (by force, naturally) the territorial integrity of every nation that may join the League and to take the most drastic economic measures. Yes; if some future Congress happens to see fit to do so; otherwise, no.

Its proponents have preached "League of Nations" in a manner to create the concept of a practically universal treaty absolutely binding every signatory to keep peace. Driven by practical sense, they have realized that there must be potential force to do this. So they came to the idea that a majority of the League should be the judge of controversies and should enforce peace, by war, if need be. The action of the powers concerned was to be absolutely pledged, not left contingent upon popular or parliamentary national opinion in the event.

Every one who has ever done any practical work for international action, through The Hague Conferences, the London Maritime Conference, or otherwise, has often felt poignantly baffled by the great natural obstacles to any world-wide or even very broad League of Nations for any vital purpose. Shall small backward nations, enjoying full sovereignty, have an equal

vote with great powers? Shall the number of votes of the nations be democratically allotted according to populations? It is clear at a glance that either method would put the most advanced nations at the mercy of the less advanced. Aside from any absolute standard of advancement or merit, civilizations and ideas and practices of right and justice are difficult. The English-speaking peoples are one in these. Where would they be against the vote of the rest of the world?

There can be no real "League of Nations" that will insure peace unless it involves very heavy sacrifice. Perhaps none can be achieved at all. The American people will want a long time to make up their minds to the sacrifices required. They may not find it wise to do so for several generations to come. It is certainly useless to present to them this alleged "League." If this covenant is what the President has so long talked of, then it offers us all the disadvantages and sacrifices without the reality and substance of a true league for arbitration and peace such as that outlined by Senator Knox. If, on the other hand, this covenant means what Mr. Taft says it does, then, in the name of truth, let it say so; and let it be called an entente; and let us admit that the League of Nations question, in the sense hitherto discussed, is a problem of the future, not of the present.

To maintain her essential character and institutions, the freedom necessary to her national life, and her own peace and safety, while at the same time contributing effectively to her own and the world's protection against the horrors of future great wars, is America's problem. That great ex-Secretary of State, Senator Knox, who has always so earnestly and so wisely and practically worked for the cause of peace and arbitration, has reviewed in his addresses to the Senate the many sides of this problem. Perhaps his suggestion that America might declare the doctrine that any great menace to the peace of Europe would be considered a menace to this country and that the United States would, in such event, consult with other powers affected in order to meet such menace, would be the simplest effective solution of this problem of American policy. It would have virtually the effect of participation in a general entente, but without the same tendency to invite a counter-entente.

In the hope of avoiding hereafter the sufferings of war, and in the yearning to be able in peace to cultivate each its own garden of life, the nations want future peace. Does each nation wish, in the pursuit of these hopes, to enlist in advance for every possible war of the future? In the pursuit of peace in order to enjoy its national life, does each nation wish to sell out that very national life, its birthright, for a mess of pottage of doubtful hopes? Then let there be no further scorn of the principle of balance of power, and its corollary, preponderance of power in the hands of ourselves and our friends. Let us talk of ententes, not of universal leagues; of human realities, not of Utopian theories; and let us be and remain Americans.

Very long future deliberation should precede our commitment to anything like a real "League of Nations" with all its sacrifices and dangers. Meanwhile, it would seem that the *de facto* entente, to which we now belong, if it were reduced to writing, and if it had as its keystone, so far as we are concerned, a recognized, even if unwritten, understanding of the closest friendship between the English-speaking peoples, would serve the world's peace very well. It would do so without endangering the American nationalism that has made us great enough to serve the world. It would do so without putting in peril the very causes of our greatness. It would not throw into a melting-pot the character and genius of the English-speaking peoples.

A Real Air Policy

Continued from page 618

Department itself in the form of a statement lately given to the press. The kernel of it was that 4,608 motors and 1,616 airplanes without motors had been sold for \$2,720,000. This is precisely what LESLIE's of April 5 stated was going to happen—that the War Department for reasons of its own intended to present to certain amiable manufacturers equipment which cost millions. The motors and planes sold cost at least \$25,000,000, perhaps a great deal more. It is especially interesting to note that the terms of such deals allow concerns which received a tremendous war price for motors and airplanes to take them back with scarcely a dollar of expense, since the small price the Government accepts for the goods will be more than used up in paying for delivery to the lucky buyers.

A Publicity Camouflage

Of course these little transactions are explained in the loveliest language. You could set them to music, though it would have to be in ragtime. Somebody took his little typewriter in hand to bat off this gem: "No sales have yet been made of active equipment below cost. Until the permanent size of the air personnel is determined by Congress, most of this equipment will be retained." Isn't that a pretty little thing? Somebody in the War Department is truly gifted. Practical, hard-headed aeronautical men can find only three misstatements in the whole two sentences—rather a record for such ebullitions.

The point is, after all, that the wrecking is going right on. It is at least interesting to observe that, following the exposure made by LESLIE's and the New York Sun of the plans to wreck and junk the air service which cost so much in the lives of fine young men and so many millions of the taxpayers' money, and the revelation of the Government's scornful disregard of the necessities of the future, War Department authors are now composing essays entitled, "Matters Under Consideration"; "Ideas of Developing a Reserve"; "Plans for the Development of the Air Service"; and so forth. These prose poems always wind up with, "The plan has not yet been formally approved by the Department, but is known to be under active consideration." You bet they haven't. There never yet was a rabbit which could be depended upon to do a bull terrier's work. All that has come out of Washington is talk, and poor stuff at that. A department which fires a Chief of Military Aeronautics, an officer so admittedly competent, vigorous and courageous as William L. Kenly, reducing him from a major-generalship to a colonelcy, merely because he possesses these troublesome qualities and therefore had the temerity to tell the Secretary of War and the bureau chiefs that a real peace aircraft establishment should be established, can scarcely be expected to approve the plans of any other patriot.

Why Kenly Went

Kenly was bounced because he talked out of his turn, a flagrant sin; because he saw what was going on in the world—Great Britain rushing air service plans with true British determination to take the lead in the air as she has won the lead on water; because he argued that something more than a mere backroom bureau for air service should arise out of the experience of the great war, and because he objected to the subjugation of the fliers by the Bureau of Blotters and Waste Paper. The truth is that the rank injustice committed in Kenly's case (equalled only by that in Ansell's case) made a commotion which rattled the chandeliers in Mr. Baker's private office and which led, after a good deal of characteristic floundering, to the appointment of another excellent officer, Major-General Charles T. Menoher, U. S. A., as Director of Air Service. Already General

Continued on page 644

VACATION TRAVEL

The United States Railroad Administration Removes All Restrictions



One year ago, under the pressure of war necessities, the public was requested to refrain from all unnecessary travel, and, under the stress of war conditions, the public was necessarily subjected to a great deal of inconvenience when it did have to travel.

Now the war necessity is passed and it is the settled policy of the Railroad Administration to do everything reasonably within its power to facilitate passenger travel and to make it more attractive.

In furtherance of this policy, the Railroad Administration is entering upon a moderate program of advertising, to remind the people of the extraordinary opportunities for sight-seeing and for pleasure-seeking which our country affords—the National Parks, the seashores, the lakes, the mountains, the woods, and the many places of historic interest.

The vacation season is approaching, and the time is at hand to plan for a change of scene, for rest and recreation. It will be the effort of the Railroad Administration to aid in such planning and to make your travel arrangements convenient and satisfying.

The staff of the United States Railroad Administration will be glad to furnish illustrated booklets and provide necessary information as to fares, train service, etc. Such information may be obtained from the local Ticket Agent or the nearest Consolidated Ticket Office, or by addressing the Official Travel Information Bureau at 143 Liberty Street, New York; or 646 Transportation Building, Chicago; or 602 Healy Building, Atlanta, Georgia.

Every official and employee of the United States Railroad Administration is a public servant. Call on them freely.

Washington Times

Director General of Railroads

Washington, D. C.

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Z-----Z-----Z-----! Bang-----!
One man groaning in agony, asking someone for mercy's sake to kill him—writhing on the ground—legless.
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And a third—the writer.

Who stopped this slaughter?
You at home.

Germany saw that you were heart and soul in the struggle; that you were willing to make any sacrifice for victory; that your tremendous war preparations in men, equipment, munitions, ships and aeroplanes made Victory a certainty.

Now you have the chance of paying for that Victory with your dollars instead of your sons' blood—with gold dollars instead of gold service stars. The man who passed through this experience will invest. Will you?

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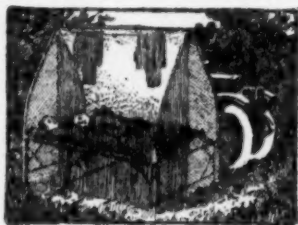
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A Real Air Policy for America

Continued from page 643

Menohar is beginning to talk out loud, like a regular man, for American supremacy in the air; for aid and encouragement by the Air Service to the civilian activities which must be depended upon here as in other countries to develop the great art and science of flying for fun and for profit and for national honor, and for an active, progressive aeronautical policy. One feels that something unpleasant may happen to General Menohar. He doesn't speak the language of the War Department bureau chiefs and of Bakeria. They might misunderstand him. However, as matters stand, Menohar has little real power. He is the titular head of a mere bureau. There is not a recommendation he could offer which couldn't be wiped out by a stroke of Mr. Baker's pen. He is and must remain, under the present system, which stifles the air service, a subordinate with little real authority—as if the Secretary of the Navy were relegated to a minor bureau chieftainship under the Secretary of Commerce.

No, for all of the honestly hopeful talk and the deliberately misleading statements, nothing forward-looking has been done and nothing of great and definite value seems to be contemplated by those in real authority. Junking continues. The eagle's wing feathers are being plucked one by one. The U. S. A. has fully as well developed an air policy as she had a war policy in 1916. But, as I endeavored to hint in the beginning of this piece, the people are waking up.

Ideas are getting about, are being discussed all over the country as to what the honor and the material needs of America require in Air Service. Constructive suggestions are forming. Certain of these have been gathered by LESLIE'S from Senators and Representatives earnestly interested in this country's air future and from aeronautical engineers who know what they are talking about. Let us sit down for a few minutes and talk over a few of these ideas which Uncle will require to be adopted in course of time. They are interesting all of them, especially so when the very times are electric with the swiftly developing possibilities of aeronautics, both heavier-than-air and lighter-than-air flying craft.

A Department of the Air

First and foremost, opinion appears to be swinging toward the establishment of a Department of the Air—a separate department of government which will be headed by an official responsible to no one except to the President of the United States and to the Congress. In all the situation there is no more crying need than that such an independent authoritative department should be created. It would rescue from Army, Navy, Marine Corps and Post-office Departments the now scattered and conflicting activities of the so-called air service. It would put an end to jealousies and rivalries which have disgusted Senators hoping for reform. As matters stand, the Army (one speaks of the trained and intelligent professional soldiers) wants a first-class Air Service but demands control of it. The Navy advocates improvement and expansion and reform but doesn't want anybody to interfere with its control of its airships. Same with the Marine Corps. Ditto Postoffice. What's the result, naturally? Confusion confounded, waste, duplication, clashing of authority and inevitable postponement of real accomplishment, of the inauguration of a truly forward-looking policy which would enable the United States to catch up, at least, with the British bird called the Lion. There's not the space here to detail the facts of the present divided authority but the facts are as stated and are unassailable. The War Department, of course, controls the bulk of aeronautical equipment and the majority of personnel and puts it all into a bureau with a pretty sounding title

This Department of the Air, which should correspond to the Air Ministry established by John Bull, Esq., is sure to come in time, though the very suggestion of it has been opposed with singular vehemence by the present Administration. Great Britain is using her Air Ministry under Sir William Weir as a foundation for air supremacy of the future. She is giving it \$135,000,000 a year by last reports to work with and we have asked, merely, for about a fourth of this sum, and will scarcely get that. She has appointed five great commissions to study every phase of aeronautics, military and commercial, and the information to be gathered, wherever it does not touch on military secrets necessary to the defense of the realm, will be given freely to civilian engineers and manufacturers. Her Ministry is lining the earth with air routes. Within months Rudyard Kipling's great and prophetic story (only the poets are the true prophets of material progress) will have become an actuality as her gigantic air mail ships leave their mooring towers for Cairo, Bombay, Quebec, Johannesburg, Melbourne and Hong Kong. We haven't been able to establish a completely successful air postal service from New York to Washington, and if private enterprise has had any encouragement in air plans the fact has been successfully concealed.

An Air Policy

An American Ministry would establish and assemble a general policy as a matter of course. It would collect, become responsible for and seek to solve, with the aid of practical engineers, all of the problems necessary to be worked out. It would attend, for example, to the licensing of interstate pilots, a very essential matter, since aeronautics must inevitably go under interstate commerce regulations and not be left to the bickerings of states each with a different set of laws and conflicting ideas. Some of these days the air will be as important as the land in matters of transportation and there is no reason on earth, with the experience that has been accumulated, why the mistakes made in the case of the railroads, which were pulled along among the States, should be repeated. An American Air Ministry would formulate a Code of Air Law, for this must come when traffic goes aloft, and would call in for this purpose the best and most competent men available—pilots, manufacturers, engineers and the necessary jurists. This is an immediate and pressing need, one that is emphasized by wise men who are looking ahead.

Under such a ministry all matters of production and operation, both military and commercial, would be adjusted and stabilized. This would take a little time, but the main thing is to make a beginning. Failure is inconceivable if practical men with real American ideas are placed in control. The policy would be as certain to succeed, in fact, as it is certain that aircraft have come to stay. There need never again be such waste and floundering as disgraced the very name of American intelligence in the first year of the war.

A West Point of the Air

Certainly one of the first activities of the Department of the Air should be to recommend an Institute of Military Aeronautics, a West Point of the Air. Thoughtful men that have pondered this idea suggest the establishment of a great air school somewhere in the Middle West or the Southwest in order to take advantage of better natural flying fields, better average climatic conditions and nearness to great industrial centers. It has been suggested too that a course of four years would be essential, since everything there is to know about the wonderful art of flying and the splendid science of creating flying-machines must be taught to coming genera-

A Real American Air Policy

Concluded from page 644

tions. It would be a course as important for the commercial development of aeronautics as for military necessities. The Government could enroll selected students precisely as such lads are gathered for training at West Point and at Annapolis. The most desirable of the graduates—desirable in the sense of having developed a special knack for military flying, which is as different from the requirements of commercial flying as motor-car racing is from driving a motor car truck—should be retained as active officers of the United States Army. As for the others, there would be as great a field for their trained knowledge as there is now a field for the graduates of the Massachusetts Institute of Technology or of Purdue.

The Promise of the Future

There are men in America who have fine big ideas concerning this proposed West Point of the Air. They look at the notion with that flashing imagination which has made America do big things in spite of the coattail pullings by little men. They see in it an inspiration radiating to all industry, the inspiration of honest, perfect workmanship. In the past America has been known more widely for quantity rather than for quality of production, but making airplanes, every one of which must be honest and true in every tiny screw and stitch lest men die terribly and suddenly, has furnished an object lesson to all American industry, offering the inspiration of quality as well as quantity leadership by this country. If that sounds finicky, just remember it is an idea near to the hearts of some of the most practical men that I know—men that keep an almighty close watch on the dollar and never let sentiment sit down to desk with business.

This Institute of Military Aeronautics would train young men for commercial flying as a matter of course, since there must be no frills or thrills in this straight-away, sober trade. The freight or mail carrier who tries Immelmann stunts will lose his license. The whole field of education to be accomplished by such an institute is broad and fascinating. Think a moment—what would it have meant two years ago if we had had in this country, as we might well have had, a Department of the Air with a centered, solid policy, and an Institute of Military Aeronautics with a corps of experts in production and operation? How many millions would have been saved? How much time would have been saved? Most of all, how many splendid young American boys would be whistling in the sunshine today instead of being in their graves?

Along lines of general policy, the constructive suggestion is finding favor that the

Government should conserve something at least of the great industrial organization developed by war's demands in aeronautics. The question is asked: Would it not be possible to keep a few of the best-equipped production plants running, not at capacity, of course, but upon orders sufficient to enable them to hold together their indispensable experts in engineering and mechanics? Aeronautical manufacturers don't want to be coddled. They don't want subsidies. They are not trying to dip into the Treasury while Uncle's back is turned. All they want is a friendly look, some indication on the part of Government that their services might be needed again. As practical men and as patriotic men they are dismayed at the apparent intention of the Administration to let the whole wonderful production organization die out like a fire in a grate. They see that England's Air Ministry has decided to keep at least four, probably six, of her greatest aircraft plants running, just as a wise artisan keeps his tools sharp and ready at hand.

The use of aircraft for fire patrol service over the great national forest domains is obviously an important Government use for aircraft. The other day there came out of the Washington silences a murmur that that matter was being considered, but has anybody heard of a decision being made or of experiments having been conducted?

The Necessary Program

The Government is now asking for 15,000 men, but who can say that this is a fixed intention not susceptible to sudden revocation if some bureau chief or other decides that the bureau of aeronautics is getting dangerously important? A variety of instruments necessary to successful flying must be made, used, altered, improved, adapted—planes, motors, navigation instruments, guns, bomb tubes, cameras, telegraphs and telephones, instruments for reconnaissance, for map making, for controlling artillery fire, for infantry guidance. What encouragement has the Government given to the makers of such indispensable devices?

The purpose of LESLIE's is to show that no small, restricted establishment will do for America if she is to have the future in the air that her greatness demands. There must be an Air Service with a numerous personnel fired with enthusiasm, men with energy and vision. The service must have a head—one head—who will be a stimulating leader instead of an aeronautical kill joy, one bold to adopt innovations, quick to discard dead wood in men or mechanics. The Administration frowns upon anything of this kind. It punishes men who courageously advocate anything of this kind.

Americans Who Americanized Themselves

Continued from page 621

men in the most bloody manner that may be, flaying some alive . . . cutting off the members and joints of others by piecemeal, and broiling on the coals, eat the collops of their flesh in their sight whilst they live, with other cruelties horrible to be related."

To these faint hearts was given the inspiring answer so eloquently recorded by Governor Bradford:

"It was answered that all great and honorable actions are accompanied by great difficulties and must be both enterprised and overcome with answerable courages. . . . Yes, though they should lose their lives in this action, yet might they have comfort in the same and their endeavors would be honorable."

All that was feared, and more and worse, some of these dauntless adventurers suffered before their enterprise was firmly established in America. But their "an-

swerable courages" never failed—not even when the tiny *Mayflower*, much smaller than many a harbor tug of today, met with "fierce storms with which the ship was shroudly shaken and her upper works made very leaky, and one of the main beams in the midships was bowed and cracked." Not even when in the first few months "half of their company died . . . being in the depth of winter and wanting houses and other comforts; being infected with the scurvy and other diseases which their long voyage and inaccommodate condition had brought upon them; so as there died sometimes two or three of a day, in the aforesaid time, that of 100 and odd persons scarce 50 remained. And of these in the time of most distress there were but six or seven sound persons."

Yet even before they had landed in Plymouth these dauntless Pilgrims had

Concluded on page 646

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Americans Who Americanized Themselves

Concluded from page 645

begun to Americanize themselves. In the cramped cabin of the *Mayflower* off Cape Cod they drew up and signed the famous Compact, agreeing to "covenant and combine ourselves together into a civil body politic, for our better ordering and preservation . . . and by virtue hereof to enact, constitute and frame such just and equal laws, ordinances, acts, constitutions and offices . . . as shall be thought most meet and convenient for the general good of the colony, unto which we promise all due submission and obedience." No dangers or difficulties could stop men like these, and we are well justified in asserting that this brief *Mayflower* Compact held in embryo most of that great series of historical documents which culminated in the Declaration of Independence and the American Constitution.

It is rather amusing, too, in view of the anxiety of some of our Bolshevik friends to reorganize American institutions on a communistic basis, to find that our forefathers experimented unsuccessfully along these lines during their first years in America. Governor Bradford thus quaintly records their reasons for changing back from the communistic plan:

"So they began to think how they might raise as much corn as they could and obtain a better crop than they had done. . . . The Governor gave way that they should set corn every man for his own particular . . . and so assigned to every family a parcel of land . . . This had very good success, for it made all hands very industrious. . . . The women now went willingly into the fields and took their little ones with them to set corn, which before would allege weakness and inability. . . . For this community (of work and ownership) was found to breed much confusion and discontent. . . . The young men that were most able and fit for labor and service did repine that they should spend their time and strength to work for other men's wives and children without any recompense. . . . And for men's wives to be commanded to do service for other men, as dressing their meat, washing their clothes, etc., they deemed it a kind of slavery, neither could many husbands well brook it."

From which it appears that human nature came over in the *Mayflower*—and hasn't changed much since!

It is a good deal of a pity that a narrow and uninspired teaching of American history has tended to set the Pilgrim Fathers up on a sort of traditional pedestal, remote and austere, bereft of all living interest. Truth to tell they were a hard-headed, hard-fisted band of plain farmer folk, long on courage, tenacity of purpose and religious fervor, but with some few exceptions rather short of education and the social graces.

They lived their religion, if any people ever did, but from a modern point of view it was a somewhat fanatic and intolerant faith in which fear played a much greater part than love. Congregations were continually splitting up over some abstruse controversy of doctrine or dogma, and the minority faction nearly always swarmed off into the wilderness to form a new settlement. Indeed, it was from mixed religious and economic motives that most of the early New England settlements were made. Perhaps as vivid a word-picture as has been given of such a pioneer New England community is contained in this report of Secretary Rasier, who was sent by the Dutch from Manhattan to establish trade relations with the Pilgrims in 1627:

"New Plymouth lies on the slope of a hill stretching east towards the sea-coast. . . . The houses are constructed of hewn planks, with gardens also enclosed behind and at the sides with hewn planks, so that their houses and courtyards are arranged

in very good order, with a stockade against a sudden attack; and at the ends of the streets there are three wooden gates. In the center on the cross street stands the Governor's house, before which is a square enclosure upon which four pedereros (a piece of ordnance) are mounted so as to flank along the streets. Upon the hill they have a large square house, with a flat roof, made of thick sawn plank, stayed with oak beams, upon the top of which they have six cannons, which shoot iron balls of four and five pounds and command the surrounding country. The lower part they use for their church where they preach on Sundays and the usual holidays. They assemble by beat of drum, each with his musket or firelock, in front of the captain's door. They have their cloaks on and place themselves in order, three abreast, and are led by a sergeant without beat of drum. Behind comes the Governor, in a long robe; beside him, on the right hand, comes the preacher with his cloak on, and on the left hand the Captain with his side arms and cloak on and with a small cane in his hand. And so they march in good order, and each sets his arms down near him. Thus they are constantly on their guard day and night."

To anyone who desires a better and more complete picture of the Pilgrims and their early adventures, the present writer can do no better service than to suggest a reading of Governor William Bradford's *History of Plymouth Plantation*. He wrote as an eye-witness, and with a quaint and refreshing frankness that makes our forefathers live and move again throughout his fascinating pages. It is an ill commentary upon our teaching of American history that this work of Bradford's is so hard to come by and so little read. The Massachusetts Historical Society did, indeed, publish in 1912 the complete text with full and scholarly modern annotation. But this edition was limited in size and high in price. The many patriotic and historical organizations which are preparing to celebrate the 300th anniversary of the *Mayflower's* coming could plan no better memorial of this great event than a truly popular and widely circulated edition of Bradford's history. An inspiring memory that really lives in the hearts of a patriotic people is a truer memorial than the most imposing pageantry.

Mr. Henry C. Quinby, Governor of the Society of Mayflower Descendants in New York, recently proposed another most appropriate memorial.

"The great gifts which the Pilgrims have given to civilization beside the principles of freedom and liberty are all summed up in the word 'Americanism,'" said Mr. Quinby. "Great numbers of immigrants will come from foreign climes as soon as restrictions are released, and I hope to see as a result of the work of this society in New York a granite monument erected at Castle Garden bearing on top a bronze ship in the likeness, so far as can be determined, of the first immigrant ship to the shores of Plymouth so long ago. On each of the four sides of the granite pedestal should be an inscription setting forth in clear, forcible and simple language the principles for which the Pilgrims stood and for which we, as a republic, stand today. These should be in the four different languages most understood by the immigrants. This would be a monument which would impress upon the newcomers to our shores, as nothing else could, what they may expect, what they must live by and what they may hope for. The powers of first impression are great and in many cases this lesson would never be forgotten. Such a memorial erected by this society would last forever and be of eternal value to this republic."



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Shall the Ex-Kaiser Escape?

By CHARLTON BATES STRAYER

A LAWYER'S argument should not be permitted to save the ex-Kaiser from the full penalty for his crimes against humanity. All those responsible for the war should be brought to strict account. William Hohenzollern stands at the head and front of all offenders. The dispatches say he should thank Secretary Lansing, President of the Commission on Responsibilities, that he is not to suffer the supreme penalty for his high crimes. The French and British tried to show the commission that the ex-Kaiser deserved death, and cited the fate of other tyrannical monarchs in the past. It was felt, however, that the executions of such personages as Mary, Queen of Scots, Charles I, Louis XVI, and Mary Antoinette did not conform with modern conceptions of justice. This may be true, but the ex-Kaiser is in a different class. The others were national executions. The ex-Kaiser's crimes were offenses against all nations, and as an international criminal he should be tried by an international court. It is said that Secretary Lansing approached the question from a purely legal point of view, and felt the ex-Kaiser could not be held legally responsible, because what was done in his name was sustained by his own people. Can anybody be held responsible by this method of reasoning? Won't the people say, We must not be held to account, because we were simply following, as we had to do, the leadership of our Kaiser and the General Staff? Nor was the ex-Kaiser ever disposed to look to the German people for authority to act. His boast always was that he owed responsibility only to God.

It is said, too, that the American view favored moral indictment without recourse to prosecution, owing to the lack of an international law as a basis for trial before an international court. This will not be very convincing to the average layman. He knows the ex-Kaiser committed one of the most colossal crimes of all history in plunging the world into a war that has meant the sacrifice of ten million lives and the maiming of countless thousands. When so many innocent beings have given up their lives as the result of the ambition and folly of one man, on what just grounds should that man escape? What have precedents or existing laws to do with such a case? Representatives of the victorious powers are dictating the terms of peace, the damages to be paid, and are arranging for a new world order to take the place of the old. The ex-Kaiser and his advisers recognized no law of God or the nations when they made this war. Why should the nations hesitate to create a tribunal and define its method of procedure for the trial of William Hohenzollern, arch criminal, and those associated with him in bringing on the war and in decreeing the acts of the army in violation of the rules of war? Such a decision would be absolutely just and would receive universal acclaim.

Germany Must Pay at Last

After the lapse of five months the Council of Four has agreed upon the terms of reparation for war damages. It is reparation, not the League of Nations, that has been responsible for holding up the Peace Conference. The five months consumed is in striking contrast with the speed with which Germany dictated peace to France in 1871. Paris capitulated January 28. On February 8 elections were held for a National Assembly to treat with the Germans. On February 16 the capitulation of Belfort closed the military operations. Preliminary peace terms were arranged February 26 and on March 1 were formally accepted by the National Assembly. The billion-dollar indemnity and the cession of Alsace-Lorraine were the principal features of the terms which had been so swiftly formulated and accepted. It was comparatively simple in 1871 because Germany

knew exactly what she wanted, had no scruples about demanding it, and France could do nothing but acquiesce. The problems confronting the Paris Conference were a hundredfold more complex than those of 1871, and there was a principle of no punitive damages to the observance of which the Conference was committed. Had there not been this limitation, had the Allies been free to assess damages in the old way, they would not have been so long in the process. Germany has been condemned to pay \$5,000,000,000 within the next two years, while an inter-Allied commission will assess the remaining damage for a period of thirty years, from May 1, 1921.

No Recognition of Bolshevism

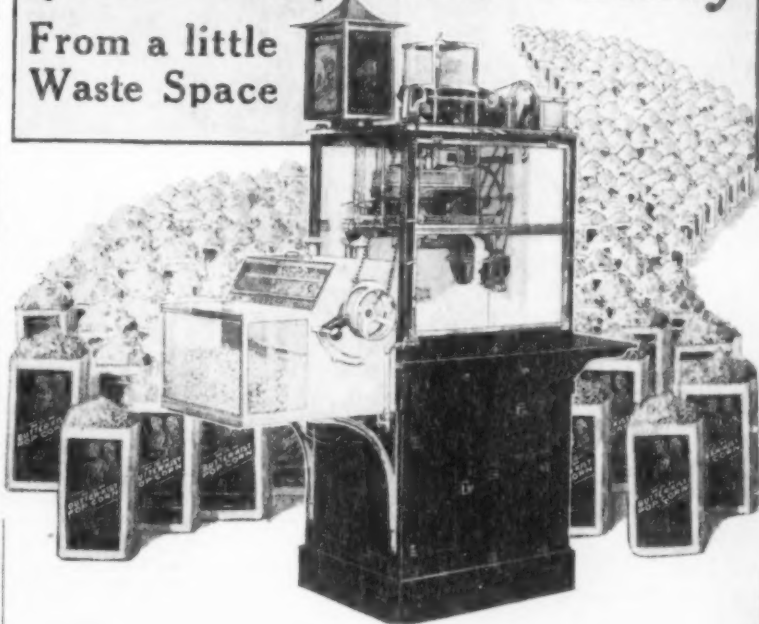
Aroused by reports that the Peace Conference was considering recognition of the Lenin government in Russia, two hundred members of the House of Commons signed a telegram to Premier Lloyd George protesting against any dealings whatever with the Bolsheviks. Bolshevism has spilled over into Hungary and Bavaria, and makes the boast that Rumania and Bulgaria will follow next. Lenin is quite pleased with the spread of his philosophy of class war and internationalism, but is represented as anxious to secure formal recognition of his government by the Allied Powers and America. He has already proclaimed throughout Russia that the effort to secure the conference at Princes Island was a recognition of Bolshevism, and that it showed the Allies feared its spread. The same interpretation was put upon the mission of General Smuts to Hungary. It is said that Lenin has undertaken to abstain from conducting Bolshevik propaganda in foreign countries in exchange for formal recognition of his government. But such recognition would be for him the best sort of propaganda. It is regrettable that two American Socialists—William C. Bullitt and Lincoln Steffens—are said to be responsible for the changing attitude at Paris toward Bolshevism. They made a hurried trip of investigation to Moscow, and because of their predisposition toward radical Socialism brought back a favorable report on the achievement of Bolshevism in Russia. The world knows, however, that it has wrecked Russia, and proposes to do the same with every government of which it gains control.

China Should Be Protected

The Peace Conference cannot be expected to right all the wrongs of past history. The line must be drawn somewhere. But China is not unreasonable in demanding that the Conference decree the nullification of the famous "Twenty-one Demands" which Japan made upon her early in 1915. The Peking statement claims that these terms are "incompatible with the principles upon which the League of Nations is founded," and that it was Europe's preoccupation in the war that emboldened Japan to demand them. These demands violated the sovereign rights of China and made her a mere vassal of Japan, but China was powerless to resist them. At the close of the Boxer rebellion, China was robbed of Kiaochow by Germany. Japan expelled the Germans from it at the beginning of the European war, and now intends to keep it perpetually. China rightly claims it should be returned to her, and ridicules the claim made by Japan that she should have special privileges there because it was the Japanese army that expelled the Germans. The Chinese very pertinently point out, by way of contrast, that America makes no claim on French mines or territory, although America sacrificed sixty times the number of lives in defending France that Japan claims to have lost at Tsing-tao. If the days of secret and oppressive treaties are to be no more, the Peace Conference must take up the just claims of China.

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Do you realize that America is now on the threshold of the greatest business activity this country has ever known? Every day we are getting letters from Druggists, Confectioners, Grocers, Bakers, Department and Variety Stores and Film Exhibitors who want the Butter-Kist Pop Corn Machine to attract and expand the enormous retail trade let loose by the ending of the war.

What are you doing to seize this life-time opportunity? Will you start right here and now by sending for our wonderful Butter-Kist book and see the sales records and photographic proof of the hundreds and thousands of stores and theatres that are earning from \$60 to \$250 clear profit per month AND MORE from a little waste floor space 26 by 32 inches?

Pays 4 Ways—Look!

- 1—Motion makes people stop and look.
- 2—Coaxing fragrance makes them buy.
- 3—Toasty flavor brings trade for blocks.
- 4—Stimulates all store sales or theatre attendance

BUTTER-KIST Pop Corn Machine

Pay from Your Profits

Our easy payment plan gives every buyer a chance to pay right out of his Butter-Kist sales as thousands have done. So don't let anything prevent you from investigating the biggest paying proposition known to trade considering the small investment and the little space and attention necessary. Don't think you have to be located in a busy center to make this machine pay. The

beauty of the Butter-Kist is the way it draws trade to you. Many a business that never succeeded without it has been put on its feet by installing this machine.

Everybody loves pop corn and Butter-Kist ranks in highest favor because of Butter-Kist's exclusive toasty flavor, made under our patented process. No other machine can produce it. An average of only 90 nickel bags a day means about \$1,300 a year profit.

Valuable

This coupon has started many a business man on the road to new profits. Each read an advertisement like this and had the good horse-sense to know that it doesn't cost anything but a postage stamp to investigate. If this machine pays big profits in towns of 400 and 400 population as well as in the largest cities, then no man in business can afford to ignore it. Mail the coupon now for full facts and amazing success records.

Holcomb & Hoke Mfg. Co.
152 Van Buren St., Indianapolis, Ind.

For Proofs, Photos and Prices

HOLCOMB & HOKE MFG. CO.
152 Van Buren St., Indianapolis, Ind.
Without obligation, send me your free Butter-Kist book—"America's New Industry"—with photos, sales records, and estimate of how much I can make with your machine.

Name

Business

Address

Fourth Edition Questionnaire for Investors

So great has been the demand for our "Questionnaire for Investors" that we have been compelled to print four editions of this invaluable piece of investment literature. It tells—

How to test the safety of any investment,
How to distinguish the sound from the unsound,
How to avoid loss.

Our supply of the Fourth Edition is limited and requests for the Questionnaire will be supplied strictly in order as received. We therefore suggest that you call or write promptly. Ask for

Circular No. C-903

S.W. STRAUS & CO.

Established 1882
NEW YORK CHICAGO
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War Earnings and Peace Prospects

Keeping an eye on war earnings of last year, the investor can best determine peace prospects beginning with this year. Our tabulations weigh the important factors affecting post-war values. Keep posted by means of our PURCHASE SUGGESTIONS issued at opportune moments.

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Investment Securities
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One reason why Liberty Bonds are so readily subscribed to is that they can be converted into cash instantly.

We will buy your bonds from you, if you must sell them.

You will obtain the current thousand dollar price, plus accrued interest to date, less 50 cents on a \$50 bond, \$1 on a \$100 bond.

Send us the bonds by registered mail or express. You can thus get the same service we give to individuals in New York and to banks throughout the country.

Ask for booklet H-4
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John Muir & Co.

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61 Broadway, N.Y.

PETROLEUM From Its Inception to Date

The First Oil Well
Methods of Drilling Wells
Transportation of Oil
Most Promising Oil Fields
Oil Production and Refining
Future of Oil Industry

These subjects, fully illustrated, are now being run in serial articles in our semi-monthly publication

"Securities Suggestions"

Sent free upon request.

Ask for 28 "D"

R.C. MEGARGEL & CO.

Established 1901

27 Pine Street—New York

Jasper's Hints to Money-Makers



PIPING OIL FAR UNDER THE SEA

A remarkable device for loading vessels with oil has been installed by the Texas Company of Mexico at its Agua Dulce terminal on the Gulf Coast of Mexico, seventy miles south of Tampico. It consists of two undersea pipe lines, each two and one-half miles long, connecting with a land pipe line twenty miles in length. Each line of undersea pipe was connected up on shore and placed on trucks running on rails. Two steamships attached hawsers to the pipes, hauled them off the trucks out to sea and placed them on the bed of the Gulf. The undersea pipe is used because there are no harbors in that region with water deep enough to accommodate steamers. From the sea end of the pipe the oil is delivered into tanks of carrying vessels by means of a flexible metallic hose. The Texas Company's undersea pipes are the longest in use.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Full name and exact street address, or number of postoffice box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

WE are headed for big business, for big crops, for big things in constructive legislation at Washington and for a big stock market before we get through, if we keep our heads level.

I remember when the condition of our railroads was even more deplorable than it is today. I bought Lake Shore then at \$50 a share, and with the recurrence of better times it was taken into the Central combination at \$200, and a few stockholders who held out, I am told, got \$1,000 a share.

It isn't so many years ago, when Atchison, Union Pacific and Northern Pacific were selling around \$70 and \$15 a share, and when bankruptcy was the portion of two-thirds of the railroads in the United States. There were optimists in those days—just a few—who bought these stocks and reaped a ten to one harvest, for their optimism and their patience.

For over forty years I have watched the currents of Wall Street. I have passed through many dark days. I have seen panics come and go. I do not and cannot believe that the honest heart of the American people will permit the railroads of the country to go on in a course that heads them for bankruptcy.

The fact that half a dozen different plans for restoring the railroads to their owners are being discussed and that all of them have some merit contains its own significance. It has led more than one thoughtful and experienced speculator to pick up and put away shares of the low-priced railroad stocks whose earnings indicate that they still have a future.

Think of a Vanderbilt security like Big Four Common, the C. C. C. & St. L., that used to sell above par and pay good dividends, now around 34, although making about 18 per cent. It is doing some financ-

ing that may preclude the immediate resumption of dividends, but if the present rate of earnings continues, dividends cannot long be deferred.

Shares of reorganized railroads, like Missouri Pacific, Wabash, the Frisco and other systems, will all bear careful watching. The earnings are the things that give the best indication of a company's outlook. Let us suppose that the incoming Congress devises a fairly liberal plan for the return of the railroads to their owners, what a scramble there would be for railroad securities, the good and the bad.

Some of these plans, like Mr. Amster's, are supposed to assure the stockholders a return of from 5 to 6 per cent. based on a fair and equitable valuation of the properties and their earnings and good will. All the plans contemplate an equitable distribution of earnings, an increase in revenue and a decrease in expenditures without a decrease in wages.

Some of the shrewdest men in Wall Street have been gathering the low-priced railroad stocks for over six months. At the opportune moment, I expect that they will launch a bull movement in these securities. The moment they start it, the public will begin to come in and pay from ten to twenty points higher than existing prices.

We are headed for big business and better times because there are manifold evidences pointing that way. I attach significance to the announcement of President Durant of the General Motors Corporation of its decision to invest immediately \$37,000,000, "as an answer to the feeling of uncertainty in industrial and financial circles over post-war conditions." These millions are to be spent in Detroit, Flint, Pontiac, Lansing and Saginaw, Mich., Janesville, Wis., St. Louis, Bristol,

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We have loaned over \$5,000,000 without a cent of loss to any investor.

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PERKINS & CO., Lawrence, Kan.

Under This Heading "Free Booklets for Investors"

on page 650, you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."

Conn., and Muncie, Ind. What will the distribution of these millions mean to the business interests of the communities mentioned? The whole automobile industry shows by its activity and vigor the optimism and the strength that pervades it.

And now as to the Eastern outlook, Mr. Frank J. Fahey, the well-known Boston industrial leader, declares: "We are strong believers in the wonderful trade development of American manufactures during the next few years. We think the present spirit of unrest, absorption of soldiers into the labor situation, and some other present conditions are only temporary and will readjust themselves with careful handling within the next year."

Yes, the readjustment of labor unrest is moving forward at a wonderful rate. A decade ago, when Mr. Perkins worked out his plan for stock ownership in the Steel Corporation by its employees, he little thought that by this time 78,000 of the workers would be shareholders, holding 350,000 shares of the preferred and over half a million shares of the common stock, paying for them out of their earnings. And now Mr. George Eastman proposes to sell 10,000 of his own common shares of the Kodak Company, worth \$600 a share, at par, or \$100, on easy payments, to his employees of long standing and contribute the entire proceeds of \$1,000,000 to his employees' Welfare Fund. What Mr. John N. Willys has done I have recently reported, and also the plans of other eminent leaders of industry. They are doing in this country with their employees, in true American fashion, and on the most liberal basis, what no other country in the world has ever attempted.

It is the year of big business, because the Department of Justice in the hands of a man from an industrial state who, with a clear conception of President Wilson's promise that Big Business should have nothing to fear if it obeyed the law, is disposing of some of the anti-trust cases that have been disturbing the business situation for years. While it is true that he made very little concessions in the Corn Products suit, still it must be borne in mind that instead of absolutely disintegrating its four great, efficient, working units, he leaves three of them in successful operation.

I was surprised to read in the New York Times a reference to the Corn Products Company as a "bad trust." The best evidence that it has not belonged to that category is found in the fact that every one of its competitors opposed the demand of the Department of Justice for the dissolution of the company. They had found that, under the efficient management of President E. T. Bedford, it had stabilized prices, standardized the products of corn, and given the independent manufacturers an opportunity to make a fair profit. Any combination that will do this and will have all its competitors praise it for doing it is a good way off from a "bad trust."

Attorney-General Palmer is justified in his statement that this case as a precedent, with the decision in the Harvester case, will greatly simplify anti-trust procedure. The shareholders of the Corn Products Refining Company can congratulate themselves on the determination of their president to stand by them to the end in the maintenance of their rights. It has resulted in a settlement with the Government which does not disintegrate the company's organization, but leaves it two-thirds of its present business and an opportunity, I believe, in due time to pay a fair rate of dividends to patient holders of the common stock.

It will not be surprising if the demand of the business men of this country as expressed through a referendum taken by the United States Chamber of Commerce in favor of a modification or repeal of the Sherman Law should find expression in action by the new Congress when it is called in extra session. I imagine that the Southern members of that body who have always been insistent in demanding the passage of anti-trust laws will change their

attitude in view of the fact that the Department of Justice has just been called upon by angry purchasers of cotton to prosecute the Southern Cotton Growers' Association because of its combination of farmers to limit the production of cotton and thus maintain its price on the existing level.

My Southern friends were very eager to bust and smash combines among the industries of the East, North and West. Now that the evil of this sort of legislation is brought home to them, I hope that they will agree with the opinions I have often expressed that Big Business is the best thing for the country after all, and the bigger the better.

We are learning a lot of things in this world. The war itself has been an education. I have often wondered why the real reasons for the need of a New York Stock Exchange, the same as we need real estate, cattle, horse, and cotton markets, have not been clearly explained to the public. I hope all my readers will get hold of the little volume just written by H. S. Martin, Assistant Secretary of the New York Stock Exchange, pointing out the value of a market for securities which form the bulk of the assets of our many financial organizations. He discusses transactions on the Exchange from both the investment and speculation aspect, and justifies the business as legitimate and as honestly conducted as any other. He indicates the safeguards thrown around stock dealing by the Exchange, and the measures taken to suppress abuses of speculation. His defense of the Exchange from the ethical standpoint is complete. Showing that investment and speculation are practically identical, as also are business and speculation, he maintains that buying stocks on proper margin is as businesslike as buying goods on credit. The book will greatly clarify most readers' ideas of the activities of the Exchange. It should induce speculators and investors to fuller study of conditions and the merits of corporation securities, and thus to act with sounder judgment and more assurance of success.

The utter lack of interest in the Victory Loan as compared with the intense interest manifested in the Liberty Loans has been very disquieting and discouraging. The banks will patriotically stand behind the Loan as they did behind all the others. How this will affect the money market and to what degree is puzzling a good many financiers and has led to considerable profit-taking during the recent advance.

The strength that certain securities show, sometimes without excuse or reason, indicates not only the work of powerful pools, but it also, in some instances, indicates that certain neglected securities have merits unknown to the general public. This is a market that should have the most careful watching. It is still a purchase on any break or decided reaction.

P., STURGEON, PA.: Since its arrears of dividend have been paid, Fulton Motor Truck pfd. has become a fair business man's speculation.

T., WASHINGTON, D. C.: Its reports indicate that the Haskell & Barker Car Co. is doing a large business and that its dividend of \$4 is likely to be maintained.

R., HUSTISFORD, WIS.: As the Commonwealth Light & Power Co. pays dividends on pfd. and has just cancelled a large part of its notes, the bonds, which seem well secured, should be a good business man's purchase.

F., NEW HAVEN, CONN.: If the cotton acreage is reduced one-third the demand for fertilizers in the South is likely to be reduced about as much. But it is difficult to see why, if the land is not used for cotton, it should not be devoted to other crops.

F., UTRICA, N. Y.: Corn Products common, now that the Government case has been settled, ought to be entitled to a dividend on the basis of about 4 per cent. It doesn't seem to be a purchase at present price, though on a recession it might well be bought.

H., JANEVILLE, WIS.: Brokers use collateral to obtain loans from banks. Interest charges on such loans vary from time to time according to the state of the money market. If you have good collateral, you should be able to obtain a loan on from any bank.

W., CLEVELAND, OHIO: The Salt Creek Producers Assn., though only recently organized, has control of valuable producing property and there are expectations that it will soon be on a dividend-paying basis. The exchange for its shares of Midwest Oil shares now seems a promising speculation.

Concluded on page 650

No More Restrictions To Motor Car Manufacture

Passenger car and truck makers are now preparing to produce vehicles in the quantities which marked their efforts before we entered the war.

"The lid is off"—literally.

The release of men, materials and transportation from Government service makes possible a return of competition.

No longer is the buyer's choice limited to the few cars or trucks available; all American motor-producing facilities are open to him—and his difficulties are thereby increased.

The Motor Department of Leslie's Weekly will try to solve the prospective buyer's problems, and by means of *unbiased, expert, personal* advice will make the selection of the *proper* car or truck an easy matter for the purchaser—whether this be his first venture in the automotive field or his tenth. This is a free service to our readers.

Give your requirements in detail. The more we know about what you need, the better we can help you. If you have a decided preference for some particular make of car or truck, say so. If you are undecided as to the merits of gasoline, steam or electricity as a motive power, we can tell you which would be best for your requirements.

Use the coupon given below or include, if necessary, a letter giving as many details as you think would prove of value to us in assisting you with the proper advice.

We have helped 25,000 other motorists and our experience will enable us to help you.

Passenger Car Coupon

HAROLD W. SLAUSON, M.E.
Manager, Motor Department

LESLIE'S WEEKLY
225 Fifth Avenue, New York City

I am considering the purchase of a car to cost about \$..... and am especially interested in one of the..... { make { type

My requirements for a car are as follows: Capacity.....

Type of body.....

Driven and cared for by { self { chauffeur

Kind of roads over which car would be used..... I have.....

owned other cars of the following makes.....

The following cars of approximately the type in which I am interested are handled by dealers in my territory.....

Please advise me as to the car best suited to my requirements.

NAME.....

ADDRESS.....

.....

.....

.....

.....

.....

.....

Truck Coupon

HAROLD W. SLAUSON, M.E.
Manager, Motor Department

LESLIE'S WEEKLY
225 Fifth Avenue, New York City

I am in the..... business and am interested in the purchase of a..... truck.

My maximum investment in trucks cannot exceed \$..... and my preference is for a..... truck of..... capacity.

The following conditions prevail in my business: Average loads are..... ton.. Condition of roads is.....

Distance of greatest regular delivery is..... Trucks already

owned are as follows:.....

Repairs will be made by { driver { public garage { special repair man

The following trucks of approximately the size and type in which I am interested are handled by dealers in my territory.....

NAME.....

ADDRESS.....

.....

.....

.....

.....

.....

.....

.....



Rest assured
Faultless
SINCE 1881
Pajamas and Night Shirts
"The NIGHTwear of a Nation!"
Exceeds Expectations

at 11,886 dealers E. ROSENFIELD & CO. BALTO. & NEW YORK

Rider Agents Wanted

Everywhere to ride and exhibit the new **Ranger Motorbikes** completely equipped with electric light and horn, carrier, stand, tool tank, counter-brake, mud guards and anti-kick tires. Choice of 48 other styles, colors and sizes in the famous "Ranger" line of bicycles.

DELIVERED FREE on approval and **30 DAYS TRIAL**. Send for big free catalog and particulars of our Factory-direct-to-Rider marvelous offers and terms.

TIRES Lamps, Horns, Wheels, Sundries, and parts for all bicycles—at half usual prices. **SEND NO MONEY** but tell us exactly what you need. Do not buy until you get our prices, terms and the big **FREE** catalog.

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Washington, rapidly expanding in domestic and overseas trade, offers unlimited opportunities for varied manufacturing industries. Cheap hydro-electric power, mild winters, cool summers, abundant raw material, water and rail transportation. For special 240-page bulletin with list of suggested locations write

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Submit your Song-Poems on any subject for our advice. We revise poems, compose music of any description, secure copyright and employ original methods for facilitating free publication of outright sale of songs. UNDER THIS SUCCESSFUL CONCERN'S GUARANTEE, IF SATISFACTION, ON THE GREAT WORK ACCOMPLISHED BY THE POPULAR SONG WRITING THE LATEST SONGS ARE IN NEED TO THE FUTURE SCOPE AND GREATER OPPORTUNITIES AFFORDED BY PLACE.

SONG WRITERS **MANUAL SENT FREE** IF VALUABLE INSTRUCTIONS TO DESIGNERS AND TELLS THE TRUTH CONCERNING EVERY BRANCH OF THIS ESSENTIAL AND FASCINATING PROCESS. ON THE GREAT WORK ACCOMPLISHED BY THE POPULAR SONG WRITING THE LATEST SONGS ARE IN NEED TO THE FUTURE SCOPE AND GREATER OPPORTUNITIES AFFORDED BY PLACE.

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Mfg. by Robinson Mfg. Co. Westfield, Mass.

Soldiers Soothe Skin Troubles with Cuticura
Soap, Ointment, Talcum, etc. each. Samples of "Cuticura, Dept. B, Boston."

European & American Plans
Sea Baths, Fireproof Garage, Famous LATZELLER GRILLE PLUMES ON THE BOARDWALK
ALAMAC HOTEL
ATLANTIC CITY, N.J. MACKLATE CO.

Worthington Quality
Chairs and Tricycles
The Colson Co.
929 Cedar St., Elvira, O.

FOR SALE:
THE HOT-SPRINGS OF COLORADO, has hot water in abundance for every thing, and is equal in every way to the Arkansas Hot-Springs, which are worth millions. The Colorado Hot-Springs can be bought at a bargain. Terms if desired.

Address J. JEWELL, Central Bldg., Pueblo, Colo.

Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Weekly Suggestion. By comparing the pictorial digest pages of this issue with those of the past two or three weeks, interesting lines of development may be traced. The query as to whether the world is really making any progress from week to week as indicated by the pictures may be made the topic for a very fruitful and interesting discussion. Opportunity is afforded through the pictures on pp. 617 and 619 of appraising the services of the American and British fleets in the recent war and discussing the conditions which should determine the naval policies of the various nations of the world in the immediate future. The menace of Bolshevism is again portrayed by pen and picture on pp. 613, 622-623. Interesting changes in geography are forecast in the picture and article on p. 624 and in the map on p. 615.

Pictorial Digest of the World's News, pp. 615-617. How much territory is actually in dispute as shown on the map? Compare the area involved with that of your own State. Are any important towns or cities involved? Compare these as to size and population with any American cities with which you are familiar. Have these parts of the world ever figured prominently in any international disputes in the past? How serious do you regard the present troubles? How would you settle them? Prepare a map indicating the boundaries as you think they should be redrawn. What objection would there be to leaving them as they were before the war? Can you indicate any serious boundary trouble on any other portion of the map of Europe? Are these boundary difficulties confined to the map of Europe? What principle or principles, in your judgment, should govern the fixing of boundaries? To what extent were these principles followed before the present war? What principles did President Wilson lay down with reference to boundaries? Point out to what extent you think these can be followed in connection with the present disputes. Locate St. Cloud and Versailles. What other great treaties have been signed in or near the city of Paris? Which of these bears directly upon the present peace negotiations? How? Judged by the other pictures are the prospects for a real peace throughout the world growing brighter? Explain. What are the principal obstacles to peace as shown by these pictures? Point out any other things in the pictures which have a bearing on the peace problem and indicate just how they are connected with it. What other parts of the world in addition to those shown on the map are represented by the pictures? Select the pictures which throw light on our particular part in world affairs. How important is it, as indicated by the pictures? To what extent in your judgment does the destiny of the world rest in our hands? Read in this connection articles on pp. 613, 618 and 622.

The Overseas Fleet Comes Home, p. 619. (See also picture on p. 625.) Compare these views of our fleet with the view of the "grand fleet" on p. 617. Compare the services rendered by our vessels with those rendered by the British fleet. How would the size and equipment of our fleet compare with that of England? Describe a vessel of the latest type as pictured on p. 619. What makes a fleet more formidable today than in the past? What changes if any has the war brought with it? Have there been the same far-reaching changes here as have marked warfare on land? What will become of these great fleets with

the present plan for a League of Nations? Can you indicate any occasions in the past where navies have helped to maintain the peace of the world? (Look up in this connection the circumstances attending the proclamation of the Monroe Doctrine.) Contrast the future of the various navies of the world with the future of their armies. To what extent did the American and British navies cooperate in the war? How would Admiral Sims compare with some of the great naval heroes of the past? Who are our great naval heroes? England's? What other nation or nations can match these names? Point out the part that navies have played in the making of the great nations of today.

Americans Who Americanized Themselves, pp. 620-621. What is the most important event in the history of New England pictured here? Why? Point out how these pictures in particular help to give one a better impression of New England history than mere accounts of these events. Which of the pictures is the most helpful to this better understanding and how? Write an imaginary account of a group of emigrants coming to this country in 1919, under hardships that might be compared with those endured by the Pilgrim Fathers, and point out what sort of a future would be in store for them and to what extent their influence might be felt. How do you explain the influence of these early emigrants? Are there any true parallels between the emigrant of the 20th century and these first emigrants to New England? What marks does New England show today of their influence? Is New England different on this account from other parts of the country?

England's Channel Tunnel, pp. 624, 639. To what other project might this be compared? What are some of the special problems to be overcome as shown by the pictures? How do the difficulties compare with those which had to be met in connection with other enterprises of this character? What great undertakings have furnished valuable experience for a project of this kind? How? What do you consider the greatest single obstacle to be overcome? Point out all the advantages to be gained by its completion? Can you point out any disadvantages? Would the formation of a League of Nations make the building of it more desirable, or less so? Explain. To what extent are we interested? What effect would such a tunnel have had on the course of the war? (Point out its advantages and disadvantages in this connection.) Can you point out any other possible effects upon the map in addition to those shown on p. 639?

Fighting Bolshevism in Siberia, p. 623. How large a country is Siberia? Compare its area with that of the United States. What are the special means which are being used to carry on the fighting here? How effective would they be in your judgment? Note the railway lines in Siberia. How far do you think successful military operations could be carried on by means of these? Note the location of the cities and the distribution of population in this region and argue that it should prove an easy or a difficult task to wrest it from the Bolsheviks? How do the difficulties compare with those before the Allies in European Russia? Point out the advantages to the Allies of holding Siberia. What are the special advantages to the United States?

Jasper's Hints to Money-Makers

Continued from page 649

H. LANCASTER, PA.: The Straus bonds are regarded as among the safest of real estate securities.
R. STAUNTON, ILL.: Owens Bottling is a fair business man's purchase, but there are other stocks more attractive, such as the pfd. stocks of leading industrial companies. Willys-Overland common is a good speculation, and the pfd. an excellent business man's investment. Willys-Overland Company's position has strengthened and its outlook is improving.

B. TERRE HAUTE, IND.: As Associated Pharmacists stock was quoted some months ago as low as around 45 cents, the price of \$250 for 200 shares would seem unwarranted. The promoters promise to refund this money in four years, but who guarantees this refund? There is more sound than substance to such a proposition. Buy the shares of some reliable, established concern paying a satisfactory dividend.

P. PHILADELPHIA, PA.: The Metropolitan Credit Corporation is a new concern with a capital stock of \$1,000,000 7 per cent. pfd., and 10,000 shares of common without par value. Its business is the financing of American manufactured products. The stock is as yet entirely speculative. The company is apparently looking to the public to supply it with capital to begin business. It reports no assets. I do not advise purchase of the stock.

C. COLORADO SPRINGS, COLO.: Before the Government took control of the railroads, I frequently spoke of Lehigh Valley as one of the best. The company's earnings had a serious decrease in 1918 and there were rumors of dividend reduction, but the latest quarterly was declared at the regular rate. Hecla is considered one of the better-class, low-priced mining stocks. With its present dividend, the stock does not seem likely to rise soon to the price you paid for it.

F. SCHENECTADY, N. Y.: This seems to be no time to sell Interborough securities. It is incredible that the local authorities will not permit a fair increase of rates to meet increased cost of operation. If this is done the securities will be materially strengthened. Among attractive convertible bonds with fair possibilities are: U. P. conv. 4's, S. P. conv. 4's, C. & O. conv. 5's, N. Y. C. conv. deb. 6's, American Tel. & Tel. conv. 4 1/2's, Lackawanna Steel first cons. conv. 5's, and American Agricultural & Chemical conv. 5's.

New York, April 19, 1919.

JASPER

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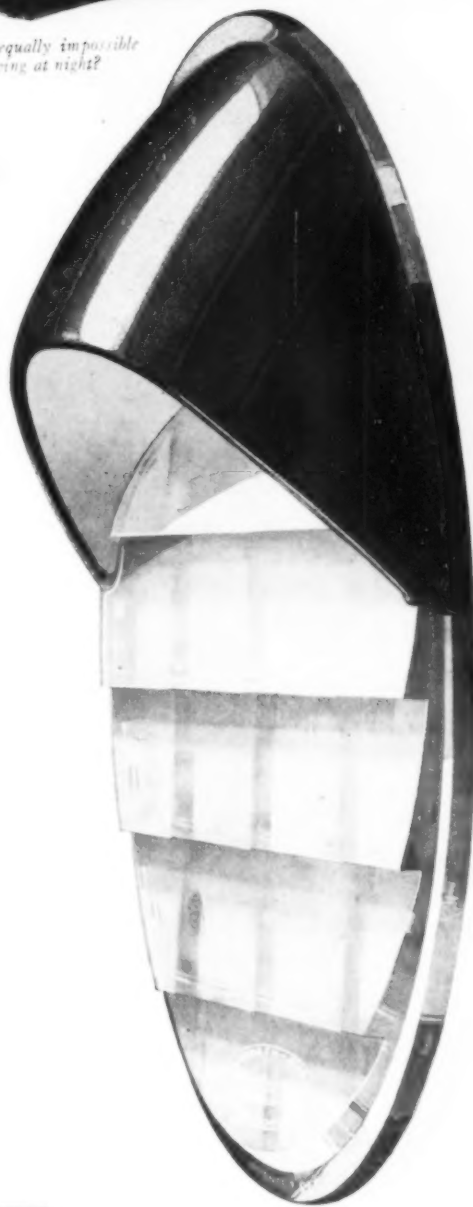
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